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Navy News

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No. 117 MARCH, 1964

Published first Thursday of the month

Price Sixpence

Nearly £2,000 Million for Defence

NAVY TO GET MORE MONEY AND MEN

Polaris, pay and price increases swell Navy Votes

THE 1964 Statement on Defence shows that Parliament is to be asked for over £1,998,000,000 for the Defence Services for the financial year 1964-65, and of this huge sum nearly £500,000,000 (£496,015,000 to be exact) is in respect of the Naval Service. This is an increase of £56,063,400 over the year 1963-64. All Naval Votes show an increase—nearly 9 million for pay, etc.; over 2 million for scientific services and nearly £36½ million for naval stores, armament, victualing and other material supply services. An increase of nearly £5 million is allocated for H.M. ships, aircraft and weapons, new construction and repairs.

The Defence Estimates give as the main reason for the large increase—the developing momentum of the Polaris programme, added to the fact of increase in pay and prices.

The Estimates allow for an increase in Vote "A" strength of 3,000 and this increase will provide for the increased entries required to ensure the supply of trained men needed in due course for Polaris and other commitments.

NO NEW SHIPS

No mention is made of any new ships to be laid down during the financial year. Tenders for a new carrier which is to be built and which is at present still at the design stage, will not be called for during the year. The new carrier will incorporate the results of advances in scientific and technical invention she will be at the threshold of man's knowledge in the field of maritime and technological construction—and the design stage is, of necessity, somewhat prolonged, but she will be ready to join the Fleet in the early 70's.

The strength of the Fleet numbers 513 ships of all classes, including operational ships (145), ships for trials and training ships (49), fleet support and R.F.A.s permanently allocated to fleet support (93) and 226 ships in reserve, undergoing long refit, modernisation, conversion, etc. Of the 145 ships which are operational or preparing for service, there are four

carriers, two commando ships, two cruisers, four guided-missile and nine other destroyers, four fleet pickets and 37 frigates of all classes. Submarines in this category number 37.

MODERN ESCORT SHIPS

The Defence Estimates state that of the 71 escorts expected to be in service during the year, 49 have been built since the war. The remaining 22 were built during the Second World War, but 20 of these have been modernised or converted since then. Of the 49 escorts mentioned above, 28 have been built during the past five years and seven destroyers have been modernised or converted in the same period.

Much has been achieved in respect of the Polaris submarine programme. Four submarines have been ordered and work is well in hand. The site for the Polaris base on the Gareloch is being developed and orders have been placed in the U.S.A. for Polaris equipments.

The target is that the first submarine shall be ready to go on patrol in mid-1968, and by the end of the decade four submarines will be operating. Training of the crews is to start soon in the U.S.A., but by the middle of 1966 the Polaris training school on the Gareloch site will be completed, and by the beginning of 1967 it is hoped that the complete Polaris base will be capable of providing support to the first submarine when she commences trials.

MIXED-MANNING EXPERIMENT

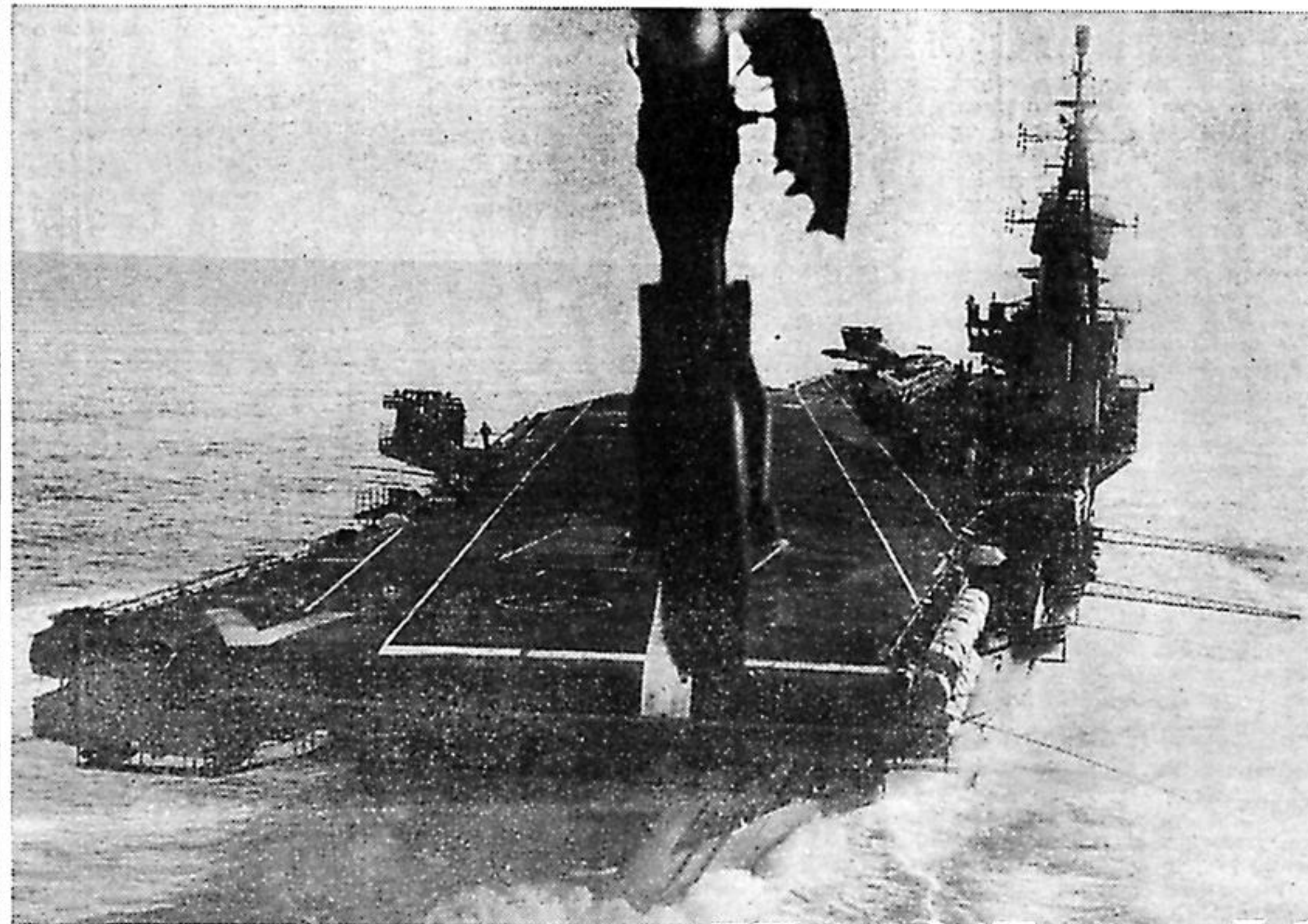
First-hand experience of the feasibility of the mixed-manned force of nuclear ships with Polaris missiles is essential before the Government can decide whether to participate in this project, and to gain this knowledge the Royal Navy will take part in the experiment in mixed-manning which is to take place in an American warship.

The Statement on Defence refers to the intensive Fleet activities throughout the world during the past year, pointing out that "over two-fifths of the personnel afloat are now serving East of Suez."

Reference is also made to the work of the Commando ships and their helicopters and of the Royal Marine Commandos.

The astronomical sum of nearly £2,000 million required in the Defence Estimates is still within the 7 per cent. of the Gross National

(Continued in column 3)



An unusual view of the flight deck, seen from the bomb bay of a Buccaneer of 801 Naval Air Squadron just before the aircraft touched down on H.M.S. Victorious. The picture clearly indicates the fully angled flight deck. H.M.S. Victorious (35,000 tons, full load) is at present East of Suez.

Navy to have another Resolution

'KEEL' LAID OF FIRST POLARIS SUBMARINE

THE keel of the Resolution, the name to be given to Britain's first Polaris ballistic-missile nuclear submarine, ordered in May, 1963, was laid down at the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd. on February 26.

The "keel" consisted of a prefabricated circular section of the submarine weighing well over 100 tons. It was placed on the slipway in the presence of Rear-Admiral H. S. Mackenzie, C.B., D.S.O. and Bar, D.S.C., who is in charge of the Royal Navy's Polaris project. The actual ceremony was performed by Sir Alfred Sims, the Director-General, Ships, Admiralty. The main machinery contractors for this first ballistic-missile boat are Vickers-Armstrongs (Engineers) Ltd. and Rolls-Royce and Associates Ltd. The design is based on the nuclear-powered "attack" submarine Valiant which is at present fitting out in the same shipyard.

BRITAIN'S LARGEST

Resolution will be the largest submarine ever built in Britain with a displacement of 7,000 tons, and fitted to carry 16 Polaris missiles. It was officially stated in February, 1963, that Britain would build four or five of these vessels, each of which will cost about £15 million, excluding the missiles.

Differing in many respects from American Polaris vessels, Resolution

will carry six 21-inch torpedo tubes instead of four in the United States' ships. Habitability arrangements, too, are different, in that C.P.O.s and P.O.s. will have separate messes from the junior ratings, whereas in the American boats there is a common dining-hall and recreation space for all ratings.

The twelfth 'Oberon' launched

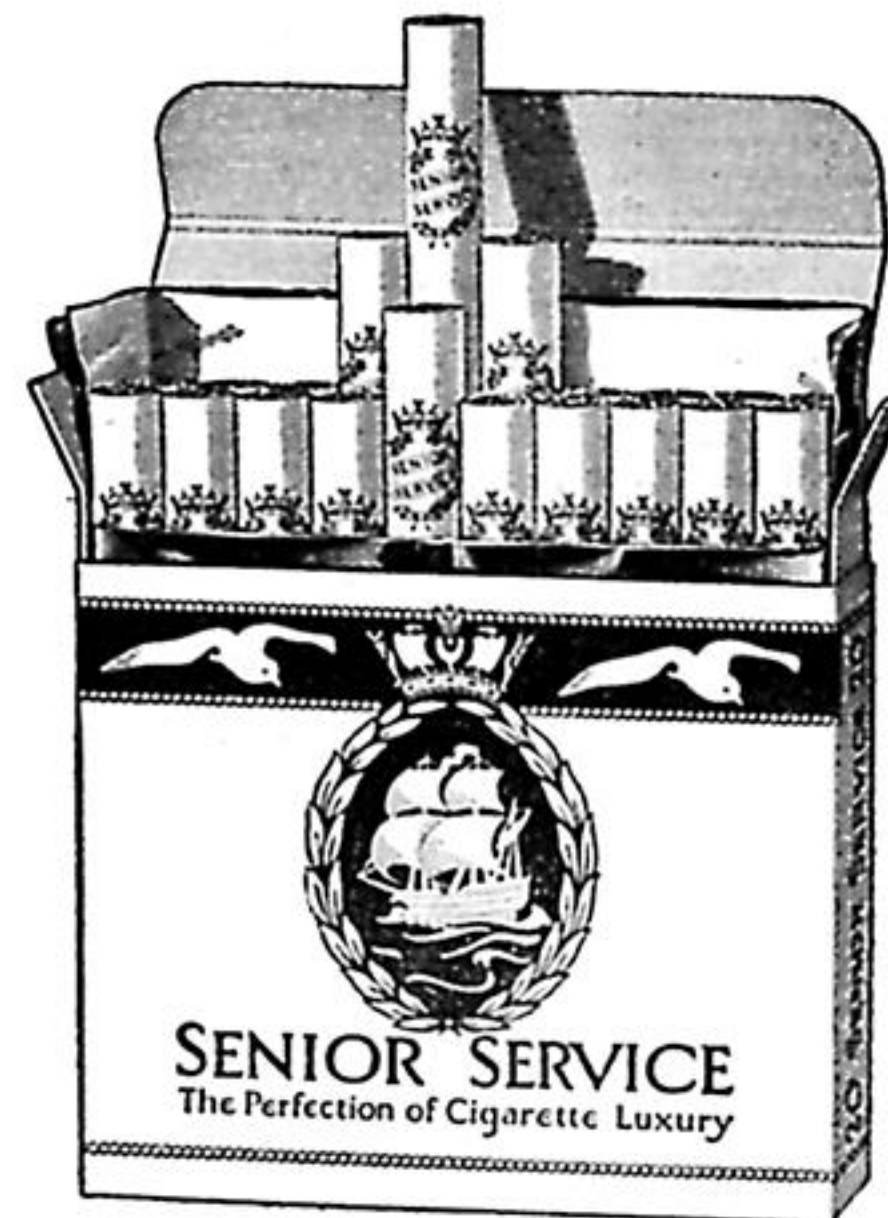
THE 12th boat of the Oberon Class of submarines was launched and named Opportune on February 14 at the Greenock shipyard of Messrs. Scott's Shipbuilding & Engineering Co. Ltd.

The naming ceremony was performed by Mrs. Gregory, wife of Vice-Admiral G. D. A. Gregory, C.B., D.S.O., Admiral Superintendent, H.M. Dockyard, Devonport.

The Opportune has a length of 295 ft. 3 in. and a beam of 25 ft. 3 in. She is fitted with the latest sonar and equipped to fire homing torpedoes.

Boats of this class are capable of high underwater speed and can maintain continuous submerged patrols in any part of the world. The superstructure is mainly of glass fibre laminate and a high standard of accommodation is provided for the six officers and 62 ratings.

BRITAIN'S OUTSTANDING CIGARETTE



Continued from column 2)

Product laid down in previous years, but although the burden is a heavy one, the Statement on Defence points out that "The keystone of Britain's defence policy is the prevention of war," and the Services must be provided with the best means to fight any lesser wars and to have the means to fight any major wars that it is hoped and expected the free world will be able to prevent.

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

DESPITE the considerable number of hours ships spend each year on exercises, both by night and by day, exercises involving speed and manoeuvre, the handling and firing of weapons capable of dealing death and destruction, major accidents are, happily, few and far between.

The terrible calamity resulting in the sinking of H.M.A.S. Voyager and the loss of so many officers and men emphasises the dangers inherent in fleet activities, and the infrequency of tragedies shows the care and attention to duty with which the activities are carried out.

The sympathy of every serving man and woman, of the Royal Navy, and their families, and the sympathy of those ex-Service men who worked alongside their Australian counterparts in two world wars, goes out to the families of those who were lost from H.M.A.S. Voyager.

There is a kind of freemasonry among seafarers and shipwrecks and loss of life are keenly felt by all who ever served at sea. Admiral Ronald A. Hopwood, in one of his poems (his best known one is, probably, "The Laws of the Navy"), "Many Waters," wrote these lines:

"To him by fate a mariner was sent
Who scanned the deep with manifest content.
'Shipmates of mine serve yonder,'
ventured he,
'God bless the ocean joining them
and me.'"

Although Britain is thousands of miles from Australia, there is salt in the veins of every Britisher—we are all seafarers—and the oceans join us together at this time of sorrow.

Everyone in Great Britain was glad to hear that the Admiralty had offered a replacement for the Voyager to the Australian Navy. The offer is a tangible recognition of our common heritage—help within the family.

"Navy News" hopes that the Admiralty will not lend a destroyer but give it—outright. No strings at all. It is what those in England who have the Navy and the Commonwealth at heart—and that is the vast majority of the people of Great Britain—would most want to do. It is true that Britain herself is short of warships, but that very fact makes the gift even more worth the giving.

Australian Navy's worst peace time tragedy

H.M.A.S. VOYAGER SUNK—79 LOST

THE worst peace-time naval disaster in Australia's history occurred on February 10, when the "Daring" class destroyer H.M.A.S. Voyager was cut in two in a collision with the flagship of the Royal Australian Navy, H.M.A.S. Melbourne, with the loss of 79 officers and men. The Commanding Officer of H.M.A.S. Voyager, Capt. D. H. Stevens, R.A.N., was among those killed in the ship.

Both ships were on working-up exercises after refits, and Dr. James Forbes, Acting Navy Minister, stated that Voyager was acting as rescue ship for the Melbourne during aircraft landing practice at night. The Voyager was astern of Melbourne, and when the carrier reversed her course, the destroyer had to transfer her position from ahead to astern. In carrying out this manoeuvre it appeared that Voyager cut across the bows of Melbourne, and was sliced in two.

Melbourne's bows were badly damaged, with a large hole extending some 20 feet into the hull.

The Voyager was an all-purpose destroyer, similar to the "Daring" built in Britain, but modified to suit Australian conditions. All welded, she was built at Cockatoo Island Dockyard, Sydney, between 1949 and 1952, and, with her sister ships, Vampire and Vendetta, were the largest destroyers ever built in Australia. They are of 3,600 tons displacement

(full load) and have a complement of about 320.

H.M.A.S. Melbourne (Capt. R. J. Robertson, R.A.N.), Australia's only operational aircraft carrier, was laid down in Vickers-Armstrongs yard at Barrow-in-Furness in 1943, as H.M.S. Majestic. At the end of the war when she was still incomplete, work was brought to a standstill, but between 1949 and 1955 she was brought to completion and transferred to the Royal Australian Navy.

Several Royal Navy officers and men were serving in H.M.A.S. Voyager. Deaths of Lieut. E. A. Brooks, R.N., and Lieut. D. H. M. Price, R.N., have been reported and E.M. W. J. Condon is reported missing. Royal Navy men among the survivors include Lieut. C. B. Tuke, R.N., Lieut. J. K. Conder, R.N., and Ord. Sea. W. Fenwick.

It has been confirmed that the Admiralty has offered to let the Royal Australian Navy have a destroyer from Great Britain to replace Voyager.

TEN THOUSAND MILES FOR JUNGLE TRAINING

OVER mountains, deserts and flooded rivers Lieut. Michael Lowe, R.M.F.V.R., of Ilkley, has just completed a remarkable journey from his home to Singapore. His 10,000-mile journey, achieved by driving, walking, cycling and flying—really began last summer, when his thoughts first turned to the idea of seeking adventure in the Far East.

Completion of a business contract gave him his opportunity, and by great good luck he answered a newspaper advertisement, as a result of which he was able to join a party leaving for Nepal.

The first part of the party's journey took them through France, Germany, Austria, Yugoslavia, Bulgaria, Turkey, Syria, the Lebanon and Oman.

Setting off from Oman in cars, they drove across 500 miles of desert road to Baghdad and then a further 300 miles to the west of Tehran, for a 1,500-mile drive—mainly across desert—to Lahore. The last few miles into Nepal were the most difficult, for they had to negotiate blocked roads, and on one occasion a ferry (of canoes and planks), over a flooded river broke under their weight.

Lieut. Lowe left the party at Nepal, 10-weeks after leaving England. The next stage of his journey was a 100-mile aeroplane trip. He then walked for 10 days with a companion, sometimes climbing and descending hills of 3,000 feet several times a day. From Calcutta he flew to Bangkok, then took a train to Penang, Malaya, finally buying a bicycle for the last few hundred miles to join 42 Commando in Singapore—for training!

It may seem an awfully long way to travel just to train with the Royal



Lieut. M. Lowe, R.M.F.V.R.

Marines, but as a result, Lieut. Lowe has had the unique experience (for a Reserve officer) of attending the Jungle Warfare School in Malaya with Gurkhas.

When interviewed in Singapore at the Royal Naval Air Station, H.M.S. Simbang, he was still not sure about how he was coming back to England. Lieut. Lowe has been in the Royal Marine Forces Volunteer Reserve Tyne Unit for about two years, he joined after gaining a first-class honours degree in mechanical sciences at Cambridge.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. Lincoln (A/D. Frigate), March 6, at Singapore for Foreign Service (Far East), 24th Escort Squadron (A).

H.M.S. Zest (A/S. Frigate), March 12, at Malta for Home Sea Service, Foreign Service, Far East, September, 24th Escort Squadron.

H.M.S. Rothesay (A/S. Frigate), March 17 at Portsmouth, General Service Commission, West Indies-Home/West Indies, 8th Frigate Squadron, U.K. Base Port, Portsmouth.

No. 800 Squadron, March 18, at R.N. Air Station, Lissie, General Service Commission, Buccaneer.

H.M.S. Caesar (Destroyer), March 18 at Singapore, Foreign Service, Far East, Capt. (D), 26th Escort Squadron until arrival of Euryalus (A).

H.M.S. Russell (A/S. Frigate), March 19 at Rosyth for trials, Commissions May 28 for Home Sea Service, S/M. Target Ship, U.K. Base Port, Portsmouth.

H.M.S. Aurora (A/S. Frigate), March 24, at Clydebank, for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Chichester (A/D. Frigate), March 31 at Chatham for trials, General Service Commission, June 17 Home/Sea of Suez/Home/Sea of Suez, 29th Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Mohawk (G.P. Frigate), March, Change classification of Service, General Service Commission, Home/Middle East (17 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Hermes (Carrier), April 1, at Devonport, L.R.P. Complement.

H.M.S. Zulu (G.P. Frigate), April 2, at Glasgow, General Service Commission, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Agincourt (A/D. Conversion), April 7, at Portsmouth, General Service Commission (Phased), Home/Med. / Home / Med. 27th Escort Squadron, U.K. Base Port, Portsmouth, (A).

H.M.S. Galatea (A/S. Frigate), April 9, at Wallsend-on-Tyne, General Service Commission, Home/Med./Home/Med., 27th Escort Squadron, U.K. Base Port, Portsmouth, (A).

H.M.S. Lion (Cruiser), April 16, at Devonport, Home Sea Service, U.K. Base Port, Devonport, (C).

H.M.S. Scarborough (A/S. Frigate), April 16 at Portsmouth, Home Sea Service, 17th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Whitby (A/S. Frigate), April 21, at Portsmouth (Phased), Foreign Service from date of sailing, Far East, 26th Escort Squadron.

No. 829 Squadron Flight, April, Change classification of service, General Service Commission.

H.M.S. London (G.M. Destroyer), April, Change classification of service, General Service Commission, Home/Sea of Suez (18 months), U.K. Base Port, Portsmouth.

H.M.S. Lofoten (Helicopter Support Ship), April at Devonport, Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Loch Killisport (A/S. Frigate), May 1, at Singapore, Foreign Service (Phased), Far East, 26th Frigate Squadron, (A).

H.M.S. Redoubt (L.C.T.), May 1, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron (F).

No. 829 Squadron (Zulu Flight), May 4, at R.N. Air Station, Culdrose, General Service Commission, Wasp.

No. 848 Squadron, May 7 at R.N. Air Station, Culdrose, Home Sea Service followed by Foreign Service, Wessex, For H.M.S. Albion.

H.M.S. Albion (Commando Ship), May 14 at Portsmouth, for Home Sea Service, Foreign Service from date of sailing (Far East), U.K. Base Port, Portsmouth, (C).

H.M.S. Caryfort (Destroyer), May 14, at Gibraltar, Commissions for General Service Commission, Home/Med. / Home / Med. 27th Escort Squadron, U.K. Base Port, Devonport, (A).

H.M.S. Kirkliston (C.M.S.), May, at Portsmouth, for Home Sea Service, 1st M/H. Squadron, U.K. Base Port, Rosyth.

No. 829 Squadron (Galatea Flight), May 26 at R.N. Air Station, Culdrose, General Service Commission, Wasp.

H.M.S. Euryalus (A/S. Frigate), May 27 at Greenock, for Home Sea Service, Foreign Service, January, 1965 (tentative date), Captain (D), Far East, 26th Escort Squadron on arrival on Station, (C).

H.M.S. Puma (A/A. Frigate), May 28, at Portsmouth for trials, General Service Commission, July 30, Home/South Atlantic and South America/Home/S.A. & S.A. 7th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Eagle (Carrier), May 28, at Devonport, General Service Commission, Home/Sea of Suez, U.K. Base Port, Devonport.

H.M.S. Dampier (Surveying Ship), June 1, at Singapore, Foreign Service (Far East) (C).

No. 829 Squadron (Euryalus Flight), June 1 at R.N. Air Station, Culdrose, Home Sea Service, followed by Foreign Service, Wasp.

H.M.S. Troubridge (A/S. Frigate), June 12, at Malta for trials, General Service Commission, September 7, Home/Med./Home/Med. 27th Escort Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Owen (Surveying Ship), June 17, at Devonport for General Service Commission, Home/Sea of Suez, U.K. Base Port, Devonport.

H.M.S. Plymouth (A/S. Frigate), June 17, at Devonport, General Service Commission (Phased), Home/Sea of Suez/Home/Sea of Suez, 29th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Diana (Destroyer), June 17, at Devonport, General Service Commission (Phased), Home/Sea of Suez/Home/Sea of Suez, 29th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Cambrian (Destroyer), June 17, at Chatham, General Service Commission (Phased), Home/Sea of Suez/Home/Sea of Suez, 29th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, June 19, at Bahrain, Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Messina (L.S.T. and No. 5 Assault Squadron, June 19, at Gibraltar for Foreign Service, Middle East, Amphibious Warfare Squadron (B).

H.M.S. Duchess (Destroyer), June 19, at Singapore, Recommision (Phased), Foreign Service (Far East), 24th Escort Squadron (A).

H.M.S. Protector (Ice Patrol Ship), June at Portsmouth, General Service Commission, Home/S.A. & S.A. (British Antarctic Territories), U.K. Base Port, Portsmouth.

H.M.S. Blackwood (A/S. Frigate), June, at Rosyth, L.R.P. Complement.

L.C.N. 63, June, at Bahrain, Foreign Service, Middle East, Amphibious Warfare Squadron.

H.M.S. Llandaff (A/D. Frigate), June at Devonport, L.R.P. complement.

H.M.S. Undaunted (A/S. Frigate), L.R.P. complement, Date, service and U.K. Base Port under consideration.

H.M.S. Iveston (C.M.S.), July, at Devonport, Home Sea Service, 1st M/H Squadron, U.K. Base Port, Rosyth.

H.M.S. Delight (Destroyer), July 9, at Rosyth for trials, (To reserve on completion of long refit.)

H.M.S. Ursa (A/S. Frigate), July 21, at Devonport, General Service Commission (Phased), Home/W. Indies/Home/W. Indies, 8th Frigate Squadron, U.K. Base Port, Devonport.

No. 820 Squadron, July 29, at R.N. Air Station, Culdrose, General Service Commission, For H.M.S. Ark Royal, Wessex.

H.M.S. Blackpool (A/S. Frigate), July, at Chatham for trials, General Service Commission, November, Home/Sea of Suez/Home/Med. 28th Escort Squadron, U.K. Base Port, Portsmouth (C).

(Continued on page 5, column 2)

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Captain smoked a cigar as ship burned

SIR.—It was with great interest that I read the article by Cdr. J. C. Swayne, R.N., in the February issue of "Navy News," describing the fire in H.M.S. Calliope.

I commissioned her at Portsmouth and was then a Boy Telegraphist. His letter brought back vivid memories of the night of the fire. I still have the national Press cuttings describing it and also, among my treasures, a good picture of the ship and another of the ship's company taken on the fore-castle.

As well as the fire bell sounding, we, on the lower mess deck, also had the added din of lots of mess kettles, etc., being thrown down the iron ladder from the mess deck above to make sure we did wake up.

I also remember the captain quite calmly strolling around the ship in his pyjamas and greatcoat, smoking a cigar. The cooks, too, did a wonderful job making piles of corned-beef sandwiches and gallons of cocoa for the fire-fighters, of whom I was one, both with buckets and handpump on the upper deck.

It was the wonderful effort of Chief Stoker King, I always understood, that saved the ship from blowing up.

BAND WELCOME

Does Cdr. Swayne remember that as we crept up Plymouth Sound on our return one ship, at least, had its band on the upper deck playing "See the conquering heroes come" as we passed?

We had a very good football team in the ship and I'm sure that had we not had to return we should have had a happy commission, as we had good officers and a very cheerful and happy ship's company.

When, after repairs, H.M.S. Calliope recommissioned, I did not join her, as I had been drafted to another light cruiser, H.M.S. Castor.—Yours, etc., A. J. ARNETT, M.B.E., Chagford, Devon.

SIR.—The article in the February issue of "Navy News" by Cdr. Swayne was very interesting to an "old ship" of H.M.S. Calliope.

This cruiser first commissioned at Chatham on May 4, 1915, and joined the Grand Fleet as flagship of the 4th Light Cruiser Squadron, paying off with the war-time crew on April 1, 1919.

The fire that Cdr. Swayne mentioned must have been the second one the ship suffered, as we had one about the end of March, 1916. We were on our way from a war-time refit at Swan & Hunters on the Tyne to join the squadron at Scapa Flow. On the way a fire started in the after boiler room and put those boilers out of action. The fire got so bad that the bulkhead between the boiler rooms got white hot to above the gratings, and the forward boilers had to be shut down.

This happened during the last dog and we drifted for eight hours at the mercy of the seas and any German submarines which might be around. Two destroyers were sent out from Rosyth but could not find us, and it was presumed that we had gone down.

Things were got under control and we were able to get the forward boilers going again and we limped into Rosyth about 7.30 the next morning, de-oiled and had another refit, and then rejoined the Fleet in good time for Jut-

land, where we had another lucky break.—A. L. MARTIN, ex-Ch. Mech., Worthing.

A 'Cri de Coeur'

SIR.—May I be permitted a "cri de coeur" and bring to your readers' attention the similarity between the names of H.M.S. (Destroyer) Cambria and the Royal Naval Reserve Establishment, H.M.S. Cambria?

The correct addresses should be either H.M.S. Cambria, c/o G.P.O., London, OR H.M.S. Cambria, Royal Naval Reserve, South Wales Division, 245 East Dock (West Side), Cardiff.

Mail addressed to Cambria "c/o G.P.O., London," is invariably directed to the destroyer Cambria. Indeed, in such cases I have known an over-efficient unknown postal worker to add the "N" to the name and send the letter happily to its wrong destination. And the Commanding Officer of Cambria must find it annoying to find that a letter posted from, say, London, or even Cardiff, reaches its destination via Singapore or Hong Kong, or wherever the Cambria happens to be on its present East of Suez General Service commission.—D. M. GUEST, H.M.S. Cambria, c/o G.P.O., London.

The Editor pleads—Not guilty.]

EXHIBIT COMPLETED 'ON THE DOT'

SIR.—It was with considerable interest that I read of the Navy Cooks' success at Hotelympia this year, and I congratulate all those who have done so well.

The report recalled to me the first occasion that men from the Royal Naval Barracks, Portsmouth, took part in Hotelympia, then called Salon Culinaire Internationale de Londres. The then Wardroom Mess Caterer, Lieut.-Cdr. A. E. Woodhead, R.N. (Retd.), approached me suggesting that it would be a good idea for the Wardroom Mess to enter. I said "why not?" and, accordingly, we entered in Class 7, which was "Collective exhibits," being awarded two diplomas, a bronze medal and a special award of five guineas.

The Assistant Wardroom Mess Caterer was Commissioned Caterer Officer W. G. Tanner, R.N. (Retd.), and the members of the team were C.P.O.ck. (O) Roy Smith, D.S.M., B.E.M., P.O. Steward W. Baxter, Ldg. Steward King, Ldg.ck. Wright and myself.

There is an interesting story attached to this first-ever attempt to break into the international food competitions, in that the utility van carrying the food and requisite utensils left the Royal Naval Barracks, Portsmouth, at 4.30 on the morning of the judging. The competing team left by train at 5.30. Because of bad weather (there was snow, and ice in abundance) the van was terribly late and the team had only about an hour to prepare their exhibits before the ushers came along and saying, "The judges are coming." The team, who, because they had so little time to prepare their exhibits, were doubtful about starting the work, managed to complete their effort "on the dot," with the successful results mentioned above.—Yours, etc., H. W. MORGAN (Chief Steward), Portsmouth.

Shipmate Connor related on the radio in the life story of submarines. C15's captain during this time was Capt. Turner, who later became Admiral (S).

Leaving submarines in 1919, Shipmate Connor went to the cruiser Carysfort, and on June 10, 1922, left the Navy and joined the Submarine Reserve.

Nothing could have made him feel more proud than when he was at the launching of Britain's first atomic submarine, "Dreadnought"—a long way indeed from the old "A" boats.

As an ex-petty officer myself in the last war, the submarine service, and myself in particular, must feel proud of these old matelots who started this now most formidable arm in the world. Looking back on those old tin cans, one can see how they arrived at their motto "By Guess and By God."—J. CONNOR, Jun., Ex-P.O., Q.R.I., Feltham, Middlesex.

In addition to a large company of Oxford members, shipmates from Aylesbury, Didcot, Hertford, Newbury, Slough and Thame were also present.

The branch, which is a very active one, meets on the first Friday of each month at the Wheatheaf Hotel, and will be pleased to welcome new members. The branch secretary is Shipmate R. Green, 6 Green Road, Headington.

Capt. D. K. Buchanan-Dunlop, D.S.C., R.N., has been appointed Pre-wich, in the rank of Commodore in sident, Royal Naval College, Green-succession to Rear-Admiral M. C. Giles, D.S.O., O.B.E., G.M., the appointment taking effect to date February 20, 1964. He has been Captain of the College since July, 1962.

SHIPS OF THE ROYAL NAVY

H.M.S. Agincourt

No. 100



NOW known as a "Battle Class A.D. Conversion," H.M.S. Agincourt has been converted into a fleet radar picket (aircraft direction destroyer). Little remains of the original destroyer, built by Hawthorn, Leslie & Co., Hebburn, between December, 1943, and June, 1947, save the hull, engines and boilers.

Internally the ship was completely rebuilt to give a higher fighting efficiency and standard of living.

Of 2,430 tons displacement (full load), the ship is 379 ft. in length (overall) with a beam of 40½ ft. She has four 4.5-in. guns in two twin turrets forward and is fitted with Seacat launcher system on the after end of the superstructure. Torpedo tubes were removed during the conversion (she had, originally, 10 21-in., and the A.S. weapon is a Squid triple-barrelled depth-charge mortar. Complement is about 250 officers and men.

The most prominent feature is the 965 radar, described as a double bedstead. This is twice as powerful as those fitted in the "Weapon" class of destroyer.

Cruisers as Helicopter Carriers

It was announced by Mr. Hay, Civil Lord of the Admiralty, during the debate on the Defence Estimates in the House of Commons on March 2, that the "Tiger" class cruisers, H.M. ships Tiger, Lion and Blake, would be adapted to carry four Wessex helicopters.

The conversion, which was not expected to be difficult or expensive, would entail the removal of the after six-inch armament and provide a flight deck and hangar.

Work would be done in the dockyards, starting next year with Blake.

It was also announced during the debate that there would be five polaris-armed submarines. The first section of the first boat, the Resolution, had already been laid on the slip. The next three would be named Renown, Repulse and Revenge.

THE NEW CARRIER

High priority is being given to the detailed design of the new carrier to replace H.M.S. Ark Royal. The Civil Lord also stated that it was anticipated that tenders for building would be called for in the spring of 1966.

Speaking about Britain's submarines Mr. Hay stated that Britain's first nuclear-powered submarine, H.M.S. Dreadnought, had been continuously in operation since joining the Fleet in April, 1963. She had steamed about 20,000 miles, had gone faster and dived deeper than any other British submarine.

In Memoriam

Michael Marriott, Corporal, R.M. 17999, 3rd Commando Royal Marines. Died January 1, 1964.

Michael William Jenkinson, Royal Marine, R.M. 20895, H.M.S. Londonderry. Died January 26, 1964.

Samuel John Beushaw, Chief Petty Officer, D/JX.170192, H.M.S. Adamant. Died February 5, 1964.

Thomas Reilly, Able Seaman, P/J.983622, H.M.S. Devonshire. Died February 7, 1964.

Lieut. David Hugh Massie Price, R.N., H.M.A.S. Voyager. Died February 10, 1964.

Lieut. Edwin Arthur Brooks, R.N., H.M.A.S. Voyager. Died February 10, 1964.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Cheyenne, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broad-sword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Liandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, and Brave Borderer.

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HOME FROM THE SEA

[Visitors to the home ports, and in particular to Portsmouth, where the entry and departure of ships can so easily be witnessed, often express their envy, sometimes to women whose menfolk are on an outgoing ship, of those departing to warmer climes. "Lucky people," one hears, "going off on a pleasure cruise at our expense." There is, however, another side to the story—the loneliness, and emptiness of those left behind, sometimes for quite long periods. Space in "Navy News" is always at a premium, and it is not possible to spare it for other than news and reminiscences of those who spend so much time at sea, but the following story, which so adequately expresses the feelings of men and their families upon the return of a ship from a foreign commission, rings so true that no apology is needed for its inclusion.]

By G. HANNEY

THEY had not felt cold when the ship was patrolling the northern waters although long needles of ice were hanging from the mast and wires, and snow was transforming the big grey ship into a big white moving mass, creaking, breaking its way into the Arctic ice.

They had not felt the heat when they crossed the Equator, although the sun tanned their skin, burned their eyes and turned their white, immaculate uniforms into wet, sticky clothes. And the intense heat made the iron deck groan and the paint crackle and blister.

They had no fear when caught in a tempest: the big structure rolled from side to side, then rode to the top of a giant wave and started plunging again as if it would go straight to the depth of the ocean. When the wind screamed round, tearing flags and twisting the wires, and unsecured things were hurled overboard, they were not afraid.

'IT WAS ENGLAND'

But now they were entering the Channel, they were in home waters. Already they recognised the greyish colour of the sea, and the pale dawn was reflecting on the wake, trailing behind like a big white twisting ribbon. A few drops of rain came spotting the deck, large grey clouds were whirling above. It was raining. . . . Yes, it was England.

Keith had been on watch since four o'clock. He rubbed his eyes to clear his vision, he had to get accustomed once more to the daylight; for two hours there had been only the dimmed red lights on the bridge, and he had had to strain to watch in the darkness for any unexpected hazard.

He turned round and at a glance took in his surroundings. There was David, his friend, bending over charts, with pencil and ruler. From time to time his eyes would go to the compass and the radar face with its needle circling round and round leaving a trail of sparkling shots. David was the navigator and his task was strenuous. He was very tall, and his long legs at that time seemed to be more embarrassing than useful. He had to bend them in the most awkward fold to lean over the too-low tables. His face was white and drawn; he would not be able to relax till the ship was properly secured. The next few hours were the nightmare of navigators.

Then the first lieutenant, his cap pushed far down over his eyes, seemed to be asleep, but he too was scrutinising the horizon and at the same time watching the side door with an uneasy feeling. Any minute now the captain would come in, and this was his chair he was sitting in. . . .

The ratings in their places were waiting for orders to be transmitted to the wheelhouse and the engine-room.

But all of them on the bridge in the silence, troubled only by sudden orders and the vibration of the engines below, and the clicking of the radar, were trying to fight the inner excitement, the accelerated beating of their hearts. They were trying not to let their thoughts interfere with the concentration needed, but it was hard, so hard.

HOME AFTER A YEAR

Now they were cold, they were hot, they were frightened. They were re-

turning home after a year of duty which had taken them from the Arctic to the Pacific.

They could not help thinking that, in just a few hours, they would see, at first from a distance, the jetty, with all its big cranes and the sea of colour of an excited waiting crowd.

The captain had arrived on the bridge and had taken his seat, now he would take the ship into harbour. He had his No. 1 uniform on, and the gold on his sleeves shone brightly. His voice, usually harsh and severe, had an unusual softer tone which brought a smile and a wink between the ratings.

Keith had finished his watch and was being relieved. He went to take leave, saluting the captain, and went to the wardroom for his breakfast. The stewards were running around, cleaning, polishing, brushing. They did not need any pushing about this morning; the quicker the work was finished, the faster they would be ashore.

Keith entered, and by force of habit went to the pigeon-hole bearing his name. It was empty! . . . But, for the first time, its emptiness made him smile.

He had no sooner sat down at the table than his breakfast was put in front of him. "What's happening to you, Matthews? Never had such quick service before," he said, smiling.

Keith drank a cup of coffee. Even the coffee tasted better today. Perhaps he had got used to the tinned milk! Although the bacon was good and the egg properly cooked, not like the usual dry, reheated dish he had been used to, after one mouthful he got up. He just was not hungry, his throat was tight and his mouth so dry.

"Thank you, steward," and he went to his cabin. He had to finish his packing, but he had a shower and gave more attention to his shaving. He smiled in the process.

SUCH A NICE BEARD

He remembered the last homecoming when, without warning to his wife, he had grown a beard. What a homecoming he had had! . . . His wife would not kiss him, his son turned his head away from him, even his dog took a bite at his leg. . . . And within five minutes of entering the house, he had to shave and had a sore chin for a few days.

It was a shame, it was such a nice beard! It had taken him three weeks of enforced duties, not being able to go ashore to stretch his legs, and a couple of months of careful trimming and brushing. Ah well, that was that!

He was now putting on a clean shirt, specially kept for the occasion (one of the last with all its buttons on!)

As he was putting his cuff-links in, he glanced at the framed photograph of his wife. What would she be wearing? What colour would she have chosen? Would she have been able to get there in time? Or would she be held up in the traffic?—perhaps she might have had a puncture on the way, and she would not be there as they berthed.

Then his eyes went to his son's picture. Would he have grown? Would he recognise him? He had seen so little of him. Everyone used to say that he was the living image of him: would he still be? Because, although he always used to laugh at the remark, he was rather proud of it! . . .

Stephen would probably be wearing his uniform. Then Keith's mind started wandering, he could not remember the shape or the design of the school badge on his cap.

His excitement grew stronger, his fingers were fiddling with the buttons on his shirt, and yes! it had happened, one came off. Oh, well, she probably wouldn't notice it.

He put on his uniform jacket, brushed it carefully, and went back to the bridge.

They had just passed the breakwater, and they were entering the fairway, marked either side by the floating buoys. The sky had cleared and was now a very pale blue and some very light white clouds were moving slowly, like small puffs of smoke, the sun was trying to break through, already a few rays were shining on the sea, cutting it in places with long silver streaks.

Now the bridge was an effervescence, the orders were flashing, everyone was moving faster. The harbour was busy at this time of the morning; they passed one of the ferries carrying across workers and shoppers. A few hands waved, but all the ratings who were lined up in neat rows, hands behind their backs, remained motionless, only the extra width of their bell-bottomed trousers flapped in the light wind.

Small fishing boats passed by, cautiously avoiding the turbulence of the water in their wake. They, too, waved excitedly.

Signals were exchanged with the Tower. The coloured flags, displaying her number and the Union Jack, danced and twisted gaily in the breeze.

Now they could see the jetty, the engines were slowing down, they seemed to purr. Tugs came to escort her in case she needed assistance, but proud, beautiful, majestic H.M.S. Panther went on her own, slowly, cautiously, in expert hands.

HUSTLE AND BUSTLE

They were only a few yards away from the wall of the jetty, and now, whilst she was mooring and securing, the hustle and bustle rose to their peak; hands were waving to and fro.

Caps were being agitated in the air to attract attention. Searching faces were breaking into laughter, names were being shouted, excited children were jumping, calling for their daddy but still not quite finding the face they had been looking for; perhaps they had found it, but not recognised it. Mothers were excitedly pointing, but the trace of their fingers, lost in the sea of uniforms, could not help them.

Tears of joy streamed down some faces, but others contained their emotions in a faint smile, only the twitching of the jaw muscles giving away their excitement.

The big iron claws of the giant cranes were now lifting the gangways, and eager hands from the deck were waiting to grab them and secure them. . . . secure them to the ground, to their ground, to their soil. The first solid link with home.

But they still had to wait. First the mailbags had to go on board. Then the port officials. The Customs officers, who had boarded the ship in the early hours of the morning, were coming ashore, swinging their Government brief-cases and trying to make their way towards the end of the crowded pier.

Keith had seen his wife. He had recognised the beloved face, picking it out from a fair distance amongst the others. She was holding Stephen's hand. She was dressed in blue, she knew it was his favourite colour. It made her blonde hair shine and glow. Their eyes had met, and she was now waving to him, but Stephen was still not quite sure, he was not certain where to look.

The captain went ashore, followed by a few of his officers, all walking towards their wives.

Keith had come behind them, smiling. He had soon stopped in his tracks. Stephen had seen him and was running fast towards him. He threw himself in his arms. "Daddy! . . . Daddy! . . ."

Keith picked him up and hugged him tenderly, still walking. Then he put him down as he arrived near Judy.

She was standing straight, trembling a little, her lips trying to smile, bowed, quivering. They looked deep into each other's eyes, he put his arms around her and held her tight. Then he re-

Seven birds and a fish



Four recent newcomers to the London Zoo are these Antarctic penguins (two Gentoo and two Ringed "Chin Strap") which were landed by a Whirlwind of H.M.S. Protector, the Royal Navy's ice patrol ship in the South Atlantic, for the Zoological Society. Five birds were, in fact sent, and were named "Pro," "Tec," "Tor," "Whirl" and "Wind"; but alas, "Tor" did not survive. The penguins were flown from Montevideo by B.O.A.C. jet when Protector put into Uruguay. In the picture three London-based Wrens met the penguins in their temporary quarters at the London Zoo's Eastern Aviary. The three Leading Wrens are Beryl Heath (of Folkestone), Dorothy Pembroke (of Newport, Mon.) and Rosemary Winter (of Bristol)

leased her. They could not speak, for they had no words. . . . they only had each other once more. "Aren't we lucky to have such a lovely day?" she said in a hoarse voice. "Yes, we are," he replied. . . . Stephen, unable to understand, was soon tugging at his pocket for attention. "I'll have to go back on board to clear up a few things before we leave—will you come to the wardroom, darling?"

He took her hand, Stephen was hanging on to the other one. As they walked towards the gangway their fingers were entwined, squeezing each other. He could not even feel the stone of her ring biting in his flesh.

The wardroom was full of excited people, talking, laughing, calling to each other. Keith was trying to make his way for some coffee. Stephen had soon rejoined him and got his answer before he had even spoken. "I suppose you want a Coco-Cola, Stephen?" "Yes, please, Daddy."

When they came back Judy was talking to David and the expression on her face showed her great happiness. Keith sat beside her. Stephen was perched on a table sipping his Coco-Cola. The best he had had for a long time.

As he handed Judy the cup of coffee Keith said: "I hope you don't mind, darling. I told David we would give him a lift to the station. It's on our way, anyhow."

"Yes, of course. Are you going to your Mother's, David? How is she?" "Not very well, actually. That's why I have first leave." "Oh, I am sorry, I hope it isn't serious." "No, I hope not. Excuse me, will you, I just have my case to finish packing. I have been working, you know, not like that husband of yours," he said with a smile, waving as he went.

WORDS UNIMPORTANT

Now they were able to look at each other, but they only had words which may be some delay in payments of the increases of marriage allowances and allottees should inform allottees accordingly.

NAVY RUNNER DOES WELL

WHEN the Southern Counties cross-country championships were held over a nine-mile course from Parliament Hill, London, on February 15, there were 51 teams taking part, and the Royal Naval Athletic Club South took 13th place—a useful achievement for the club, which was competing, as a team, for the first time in this race, for a number of years.

There were 565 competitors and P.O. D. McFadzean, of H.M.S. Seahawk, was 17th man home, a really first-class effort in view of the strength and status of some of the competitors.

Judy grinned at him, shaking the keys. "Oh, all right. Anyhow, the seat is too near for me, and I suppose having been there for such a long time, it is probably going rusty. I bet you are sorry I'm back now," he said laughingly, "because tomorrow you are losing the car."

"We shall see about that," she said, sitting in the driver's seat. Keith had come round after closing her door and was getting into the car; he turned round and asked Stephen if he would like to come and sit with him, which he did with pleasure.

THE MISSING BUTTON

Judy turned the ignition key. Before starting, she turned and looked at Keith. "By the way, darling, you have a button missing on your shirt," and she smiled maliciously.

Keith turned round to look at David. "Now I know I am home, she's started nagging. . . ."—he glanced sideways, their eyes met for a split second. Yes he was at home, they would be home with their love and their togetherness; they would try to forget their long separation. . . . only till the next one.

R.N. WRITERS RE-INTRODUCE PRE-WAR FUNCTION

EACH year the Royal Naval Writers' Benevolent Association (Portsmouth Branch) holds an annual reunion dinner and this "stag" affair is attended by both old and young members of the writer branch and their male friends.

An additional function is being run this year in the form of a dance at Kimbells Ballroom, Southsea, on

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Truculent survivor goes to pension

A SURVIVOR, one of nine from H.M.S. Truculent, which was sunk in the Thames on January 12, 1950, and who has served 28 years in the Royal Navy, left the Service on February 3. He is C.P.O.Ck. (S) Raymond Charles Fry, D.S.M., B.E.M. and Bar. He joined the Service in February, 1936, and after training in Royal Naval Barracks, Portsmouth, joined his first ship, H.M.S. Nelson, in September of that year.

His next ship was H.M.S. Eagle, in

which he spent two years. The next 12 years were spent in submarines, serving in Trepasser, Trident, Trump, Tapir, Truculent and Anchorite. From 1946 to 1949 he was on the Submarine Training Staff in H.M.S. Dolphin and from 1950 to 1953 he served in H.M.S. Maidstone.

After a couple of years in Singapore C.P.O.Ck. Fry spent three years at Lee-on-Solent. His last sea-going job was in H.M.S. Belfast, in which he spent two commissions in the Far East.

AWARDED D.S.M.

When serving in H.M.S. Trident in 1943 he was awarded the Distinguished Service Medal, and the British Empire Medal whilst serving in H.M.S. Dolphin. A bar to the B.E.M. was awarded for service in Truculent.

C.P.O.Ck. Fry, who was a bachelor until November last year, says he would join again tomorrow if he were a young man, for the Service offers a wonderful career, with comradeship probably not met with in civilian life.

Asked how the youngsters of today compared with those when he entered the Service he said: "They are first class—a nucleus of good for the future."

He has retired to Rye, in Sussex, where he is "mine host" of the Ferry Boat Inn.

'MAYDAY' CALL BY CADET UNIT

A SEA Cadet Unit, Bexley No. 34, have put out a "Mayday" call to parents following the damage done to their headquarters by fire, on January 12.

The parents of the cadets have formed a Parents' Association and until the sum of £400 or more can be raised the Woolwich Sea Cadets have offered their headquarters to the Bexley Heath Cadets.

The treasurer revealed that ordinary running expenses of the unit amounted to between £250 and £300 a year.

In reporting the fire to "Navy News" Mrs. Margaret M. Bird, of 210 Northdown Road, Welling Kent, says: "We are short of practical help in the form of instructors who could attend regularly."

Ex-naval men in the neighbourhood who would like to offer their services to the unit in its hour of need should get in touch with Mrs. Bird.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer:
JX 150089 W. J. Bullock, JX 760294 F. A. Reid, JX 292249 C. F. Richards, JX 160515 A. S. Driver, JX 245583 W. H. Evans, JX 916346 T. H. Linington, JX 835700 G. I. Lowrey, JX 815049 R. Pallett.

To Chief Petty Officer Writer:
MX 858947 P. O'Donovan.

To Stores Chief Petty Officer (S):
MX 749121 J. J. Collins.

To Chief Petty Officer Steward:
LN 845435 E. P. Licata, LX 901392 R. G. Smith, LX 900829 J. Spencer.

To Acting Chief Engine Room Artificer:
MX 924561 C. D. Newton, MX 857640 V. Balhachett, MX 855912 P. R. O. Lucas, MX 59026 G. G. Graham, MX 945772 M. Doe, MX 715988 J. V. Almond, MX 920062 N. J. Launchbury.

To Acting Chief Mechanician:
KX 907853 R. A. Clark.

To Chief Shipwright:
MX 857653 T. G. Broad, MX 855908 M. J. Lewis, MX 888826 F. J. Smith.

To Chief Joiner:
MX 758962 R. J. Martin.

To Acting Chief Ordnance Artificer:
MX 902452 L. W. J. Eales, MX 919302 R. Hazeldine, MX 902532 D. A. Partington, MX 902429 R. L. White, MX 855655 J. B. Woodland.

To Chief Engineering Mechanic:
KX 892486 A. C. Cox, KX 172255 W. P. Deacon, KX 891523 G. H. Burkett, KX 897913 E. Bamford, KX 852119 N. Ball, KX 769534 E. Windsor, KX 897861 D. W. Bell, KX 832013 M. J. Salvidge.

To Acting Chief Electrical Artificer:
MX 911527 R. Maton, MX 99177 H. Scott, MX 818801 E. F. Prestidge.

To Chief Electrician:
MX 883905 P. N. Clift, MX 898927 J. T. Grindale, MX 864227 S. G. Manson, MX 866466 D. J. H. Crowley.

To Acting Chief Radio Electrical Artificer:
MX 968928 S. E. Goater.

To Chief Radio Supervisor:
JX 712536 D. Edwards, JX 716938 S. A. Barrett, JX 836136 W. Ireland.

To Chief Radio Supervisor (W):
JX 836664 A. D. Bowen.

To Chief Communication Yeoman:
JX 712411 L. S. Wilce, JX 404766 C. T. Ryan.

To Sick Berth Chief Petty Officer:
MX 875853 T. C. G. O'Hagan.

To Chief Wren:
69138 B. Bell, Category, Steward (O), 2212 J. J. Jeffrey, Category, Quarters Assistant, 101135 M. A. Wakler, Category, Writer (Pay), 111829 M. B. Cridge, Category, Regulating, latine.

To Acting Chief Aircraft Artificer (O):
L/FX 82644 T. D. Mutter.

To Chief Air Fitter (AE):
L/F 963360 S. J. Bigr, L/FX 503841 D. W. Malpas, L/FX 818337 F. F. Morton, L/FX 82990 F. N. Parkin.

To Chief Airman (AID):
L/FX 836827 D. H. Thomas.

To Acting Chief Electrical Artificer (Air):
L/FX 855698 A. S. Cole.

To Chief Electrician (Air):
L/FX 870174 E. W. White, L/FX 833660 K. R. Simons.

To Acting Chief Radio Electrical Artificer (Air):
L/FX 512970 S. G. Bradbury.

To Acting Chief Radio Electrical Mechanician (Air):
L/FX 891677 P. M. Tribel.

To Chief Radio Electrician (Air):
L/FX 892825 G. W. Trow.

H.M.S. DUCHESS FOR AUSTRALIA

H.M.S. Duchess, now at Singapore, is to be lent to the Royal Australian Navy to replace H.M.A.S. Voyager, so tragically lost on February 10.

A "Daring" class destroyer, H.M.S. Duchess is similar to the Voyager, is of 3,600 tons displacement (full load), and carries a crew of just over 300 officers and men.

Albion and Victorious at Mombasa



H.M.S. Albion, the Royal Navy's second commando ship, leaving Mombasa during February, where she embarked 45 Royal Marine Commando, 814 Wessex Naval Air Squadron, two R.A.F. Belvedere helicopters of 26 Squadron and units of the 16th/5th Lancers from H.M.S. Victorious, at a buoy in the foreground. 45 Commando sailed from Aden in H.M.S. Centaur in January and were later landed in Dar-es-Salaam at the request of President Nyerere. On being relieved by 41 Commando they re-embarked in H.M.S. Victorious and were subsequently transferred to H.M.S. Albion on her arrival from the Far East. Albion has been engaged in the military operations in Malaysian Borneo for the past 15 months and most of her two helicopter squadrons are still based ashore in Sarawak and Sabah. H.M.S. Salisbury is in the background.

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

H.M.S. Devonshire (G.M. Destroyer), August 20, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Nubian (G.P. Frigate), August 20. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

H.M.S. Jaguar (A.A. Frigate), September 8, at Chatham. General Service Commission (Phased). Home/S.A. & S.A./Home/S.A. & S.A. 7th Frigate Squadron. U.K. Base Port, Portsmouth (C).

H.M.S. Tartar (G.P. Frigate), September 8, at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

H.M.S. Meon (L.S.H.), September 11, at Bahrain. Foreign Service, Middle East. Amphibious Warfare Squadron (B).

H.M.S. Appleton (C.M.S.), end September, at Bahrain. Foreign Service, Middle East 9th M/S Squadron (E).

H.M.S. Chilcompton (C.M.S.), October, at Bahrain. Foreign Service, Middle East, 9th M/S Squadron (E).

H.M.S. Parapet (L.C.T.), October 16th, at Bahrain. Foreign Service Middle East. Amphibious Warfare Squadron (F).

H.M.S. Palliser (A/S. Frigate), October 27, at Rosyth for trials. Home Sea Service, January 5. Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Kemerton (C.M.S.), end October, at Bahrain. Foreign Service, Middle East. 9th M/S Squadron (E).

H.M.S. Hubberton (C.M.S.), October, at Chatham. Local Foreign Service, 6th M/S Squadron (E).

H.M.S. Eskimo (G.P. Frigate), October, at Portsmouth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Portsmouth (B).

H.M.S. Londonderry (A/S. Frigate), November, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), November. General Service Commission. Home/East of Suez/Home/Med. (Phased). 28th Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Sheraton (C.M.S.), November, at Portsmouth (tentative date). Local Foreign Service. 6th M/S Squadron (E).

H.M.S. Gurkha (G.P. Frigate), December, at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth (B).

H.M.S. Caprice (Destroyer), December 3, at Rosyth for trials. General Service Commission, February 19, 1965. Home/East of Suez/Home/Med. 28th Escort Squadron. U.K. Base Port, Devonport.

H.M.S. Triumph (Repair Ship), December 31, at Portsmouth. Commissions. Type of Service—under consideration. Far East (C).

H.M.S. Hampshire (G.M. Destroyer), January, 1965, at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Rhyl (A/S. Frigate), January, at Portsmouth. General Service Commission (Phased). Home/Med./Home/East of Suez. Capt. (D) 23rd Escort Squadron. U.K. Base Port, Portsmouth (A).

H.M.S. Lowestoft (A/S. Frigate), January, at Chatham. General Service Commission (Phased). Home/Med./Home/East of Suez. 23rd Escort Squadron. U.K. Base Port, Portsmouth (C). (A).

H.M.S. Diamond (Destroyer), January, at Chatham. General Service Commission (Phased). Home/Med./Home/East of Suez. Div. Ldr., 23rd Escort Squadron. U.K. Base Port, Portsmouth (C). (A).

H.M.S. Salisbry (A/D. Frigate), January, at Devonport. General Service Commission (Phased). Home/Med./Home East of Suez. 23rd Escort Squadron. U.K. Base Port, Devonport (A).

H.M.S. Barrosa (A/D. Conversion), January, at Singapore, for Foreign Service (Phased), Far East. 24th Escort Squadron (A).

H.M.S. Striker (L.S.T.) and No. 3 Assault Squadron, February 5, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron (B).

H.M.S. Bastion (L.C.T.) February 5, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron (F).

H.M.S. Loch Fada (A/S. Frigate), February, at Singapore. Foreign Service (Far East) (Phased), 26th Escort Squadron (A).

H.M.S. Ulster (A/S. Frigate), February, at Devonport. For trials. Home Sea Service, April 17. Frigate Squadron. U.K. Base Port, Devonport. (Dates tentative.)

H.M.S. Naiad (A/S. Frigate), February, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Devonport.

Visitor to H.M.S. London

LIEUT.-GENERAL Sir Kenneth Darling, K.C.B., C.B.E., D.S.O., Colonel of The Royal Fusiliers, The City of London Regiment, visited H.M.S. London (Capt. J. C. Bartosik, D.S.C., R.N.), at Portsmouth on February 6 to renew the old-established links between the regiment and previous Londons.

General Darling, who has recently become G.O.C. Southern Command, toured the ship, staying to lunch. Among the trophies on board he saw again the large silver model of the Tower of London which the Royal Fusiliers looked after for the Navy while there was no H.M.S. London in the Fleet. He also saw the pair of candlesticks which were presented by the Royal Fusiliers to H.M.S. London in 1948. These candlesticks are made from a Spanish cannon taken at Gibraltar in 1782.

NETHERLANDS DESTROYER AT ROSYTH

HER Majesty's Netherlands Ship H.Limburg paid a short visit to Rosyth on February 11. She arrived under the North Bridge at 10.30 a.m., berthing in H.M. Dockyard, Rosyth, and sailed again at 3 p.m. The object of the visit was to disembark Vice-Admiral A. N. Baron De Vos Van Steenwijk, Royal Netherlands Navy, who holds the N.A.T.O. post of the Commander, Benelux Sub-Area of the

Allied Command, Channel. Admiral Steenwijk called on Air Vice-Marshal K. V. Garside, D.F.C., M.A., Royal Air Force, the Commander, Maritime Air, Northern Sub-Area, Eastern Atlantic Area, and Vice-Admiral A. R. Hezlet, K.B.E., D.S.O., Atlantic Area. The Limburg is an anti-submarine destroyer with a full-load displacement of 3,070 tons. Her dimensions are 389 ft. overall, 38 ft. beam, 13 ft. draught. Her armament includes four 4.7 guns. Her complement is 280.

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Co-belligerency was a blow to the pride of the Allied Forces

TARANTO ENTERED

[Capt. Waight, in his last article, mentioned the surrender of the Italian Fleet, and the surrender of Italian submarines to him at Augusta, of which he was the Naval Officer in Charge. The author of this series, who had retired in 1929, was called up for service at the beginning of the Second World War, had been Naval Officer in charge, Ardrossan, Port Sudan and Tripoli, before becoming Captain (Plans) on the staff of the Vice-Admiral, Malta, and in July, 1943, he was appointed Naval Officer in Charge, Augusta, Sicily.

WITH the major part of the Italian Fleet in Grand Harbour, Malta, the Commander-in-Chief, Mediterranean (Admiral Sir A. B. Cunningham), made a signal which read: "I have this day informed the Board of Admiralty that the Italian Fleet now lies at anchor under the guns of the fortress of Malta. So ends a chapter of the war. For just over three years the Royal and Merchant Navies, in close contact with the sister Services, have fought the Battle of the Mediterranean. So our object has been achieved and the Mediterranean is once more fully in our control."

The signal continued with thanks to every officer and man in the Royal and Merchant Navies, paying a tribute to the sister Services.

This signal filled my heart with pride. I had served under the Commander-in-Chief, Mediterranean, and Commander-in-Chief, Levant, in Port Sudan, in the Red Sea, through the Western Desert with the Eighth Army to Tripoli, thence to Malta and Sicily, serving my country in close contact with the officers and men of the Royal Navy, the Merchant Navy and the sister Services, particularly those officers of the Royal Naval and Royal Naval Volunteer Reserves with whom I served throughout the world.

RESTLESS ITALIANS

Although the Italian Fleet lay under the guns of Malta, my flotilla of surrendered submarines at Augusta could not be covered with guns. During the first four days they were lying at anchor, there was not a British armed ship in the harbour. The crews became restless, the commanding officers were pressing for their crews to be accommodated on shore: the men were dissatisfied with their rations and, during the day, were continually swimming about the harbour, seemingly out of control of the officers.

To guard against any incident occurring during the hours of darkness, I set up a local defence organisation, under the Major of Royal Marines, covering the submarines' anchorage, and near-by beaches, with Bren guns, manned by Royal Marines. In the meantime a number of armed trawlers had become available. At the end of six days Vice-Admiral, Malta, instructed me to sail the surrendered submarines to Malta, suitable escorted. Fortunately, I now had four armed trawlers available.

The commanding officers of the submarines and the trawlers were summoned to my office for briefing. The submarine officers disliked the idea of a passage to Malta and demanded the return of the breach blocks of their guns and for the W/T installations to be made active. Their demands were refused and they were warned that if they did not comply with the instructions of the Senior Officer, Escort, they ran the risk of being sunk. However, they arrived safely at Malta without incident. Thus for the time being, I was relieved of this responsibility.

With the surrender of the Italians there was a feeling abroad that the assault on Salerno would be another "walk-in," but the reaction of the

Germans soon quashed any such idea. In fact, at one time, it looked as if the Germans might break through to the coast and drive a wedge between the British and American forces.

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.
R.N. (retd.)

While the situation was still serious H.M. Ships Warspite and Valiant appeared on the scene, and their accurate shooting, coupled with intensive bombing by the Royal Air Force, redeemed the situation.

WARSPITE DAMAGED

Then misfortune descended on the gallant Warspite. During the afternoon of September 16 she was hit by a radio-controlled bomb, and put out of action, severely damaged, suffering many casualties. With difficulty she was taken in tow and came through the Messina Straits broadside on. The one and only tug available at Augusta was sent out to assist with the tow. The advance along the east coast of Sicily was approximately four knots. She safely reached Malta, after a long and tedious voyage.

The work of rehabilitating Augusta continued apace. Civil administrative authorities had been appointed, known as A.M.G.O.T. (Allied Military Government Occupied Territory). The town was still unoccupied owing to defective drainage. The main electric

system had been repaired and the source of supply from Catania was constant. The floating dock was now in use and a continuous stream of landing craft were "in" and "out." A good supply of oil fuel and diesel oil was arriving, and ships of all sizes could be berthed at the submarine base for oiling, where a swinging lighter had been equipped which could be swung alongside ships amidships.

In the naval base a good supply of water was now available, supplied by a four-in. pipeline, five miles in length. Good plumbing had improved the sanitation and wash-houses had been installed. In general life was much easier for the base staff. Unfortunately, the diet remained inadequate. Malaria was on the decrease, and cleanliness was increasing in leaps and bounds, and there was a spirit of contentment prevailing, although it was still impossible to give leave. The bombing raids continued, and s.s. Ocean Virtue had been hit again, and sunk in shallow water, but the salvage party managed to refloat her.

TARANTO OCCUPIED

The s.s. Esso Providence had received temporary repairs and sailed in convoy. Motor Torpedo Boat No. 285 had been lifted for removal of special fittings, and afterwards lowered into shallow water to enable torpedo tubes to be removed. Coal, 5,000 tons of it, arrived. This was a godsend, as several escort trawlers needed coal before they could be sailed. E.N.S.A. concert parties arrived, and gave shows for the combined Services, in an amphitheatre which had accommoda-

Ships of the Italian Fleet at Malta

tion for 3,000 men. In addition, the Services' Welfare Committee had taken over and opened a local cinema.

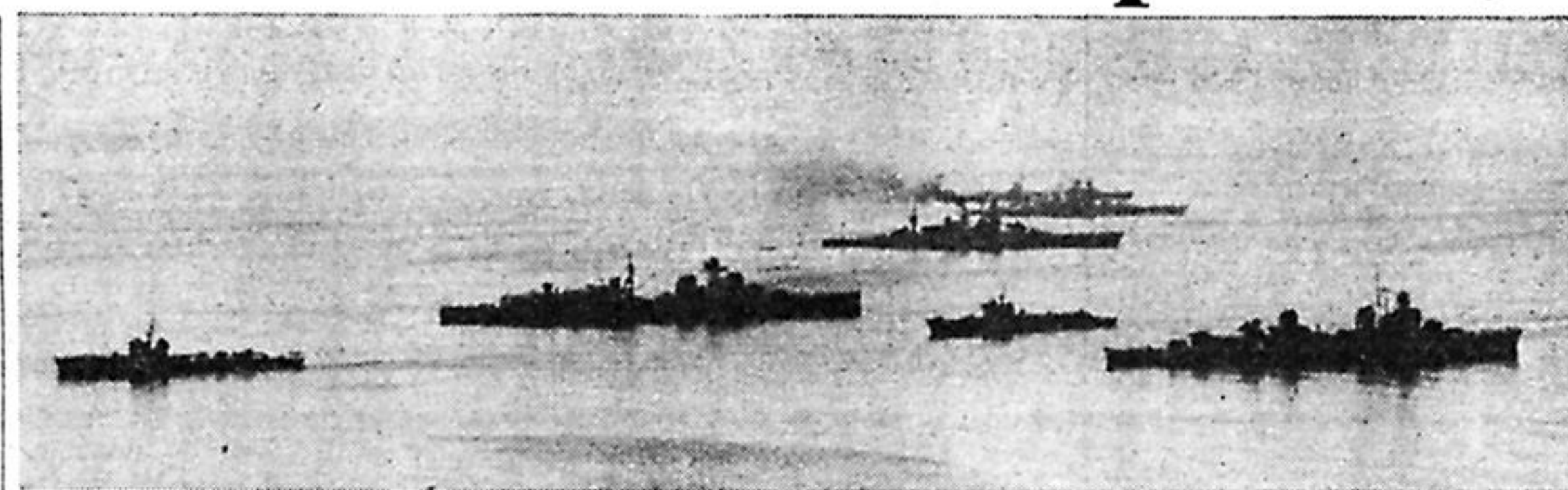
At short notice about September 8, it was decided to occupy the large naval port of Taranto. For this purpose, sufficient troops were gathered together at Bizerta, and transported in cruisers. Vice-Admiral, Malta, Sir Arthur Power, hoisted his flag on board H.M.S. Howe, and in company with H.M.S. King George V, destroyers, and minesweepers, proceeded with all dispatch as a covering force. Taranto was entered without opposition, and military forces discharged from the cruisers. Unfortunately, H.M.S. Abdiel struck a mine whilst swinging at her berth, blowing up with a great loss of life.

Admiral Sir John Cunningham had taken over as C-in-C., Mediterranean, and Vice-Admiral Sir Louis Hamilton had taken over the duties of Vice-Admiral, Malta, and Sir Arthur Power, now an admiral, was acting as Flag Officer, Taranto, until about the end of September, 1943, when Rear-Admiral McGregor relieved him, and transferred his flag from Messina to Taranto. Thus, the administrative control of Sicily, reverted to Vice-Admiral, Malta, Sir Louis Hamilton.

A BIG COMMAND

He immediately visited Sicily, and stayed with me at Augusta, while a tour of inspection of the eastern Sicilian ports was organised. The

(Continued on page 7, column 1)



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CANADIAN SUBMARINE IS LAUNCHED AT CHATHAM

THE first of the three "Oberon" class submarines on order for the Royal Canadian Navy was launched on February 29 at H.M. Dockyard, Chatham, and named Ojibwa by Lady Miers, wife of Rear-Admiral Sir A. C. C. Miers, V.C., K.B.E., C.B., D.S.O. and Bar, the war-time submarine commander who won his Victoria Cross in H.M. Submarine Torbay (a Chatham-built boat) in Corfu Harbour.

The launching was attended by the new Canadian High Commissioner in London, the Hon. Lionel Chevrier, Q.C., and Mrs. Chevrier and the First Lord of the Admiralty, the Earl Jellicoe, D.S.O., M.C.

The Ojibwa, an "attack" type of submarine is fitted to fire homing torpedoes and has the latest detection equipment. She is capable of high underwater speeds and will be able to maintain continuous submerged patrols for long periods in any climate. A new feature in her construction is the extensive use of glass fibre laminate in the superstructure.

The name "Ojibwa" is that of a tribe of North American Indians now found widely dispersed in Canada and the U.S.A., and one of the largest remnants of aboriginal population; Longfellow's "Hiawatha" is based on a study of Ojibwa mythology.

NAVAL PORT PARTIES (contd.)

western ports was administered by the Americans. I accompanied him on his tour, visiting Syracuse, Catania, Messina and Reggio across the Messina Straits. Before returning to Malta he did me the honour of informing me that the C-in-C., Admiral Sir John Cunningham, had approved my appointment as Senior Naval Officer, Eastern Sicily, short name to be S.N.O.E.S.Y. The N.O.I.C. of the various ports would be under my command. In addition, I was to hold a watching brief for the ports of Gela, Licata, and Empedocle, on the south coast. This was a very big command for me, and I much appreciated the confidence my senior officers had in my ability. It was about this time, that I learned that my name had appeared in the *London Gazette* by the King's command, having been mentioned in despatches for distinguished service to Tripoli.

The surrender of Italy had brought many complications. It was desired to bring the Italian line of thought in parallel with that of the Allies, and the Italian Government was encouraged to declare war on Germany. It was agreed, that if this declaration was made, then Italy would be given the status of co-belligerency. This was purely a political move, and was to produce many difficulties for senior officers of the Allied forces. The surrender terms were not signed by Marshal Badoglio on behalf of Italy until the end of September. War on Germany was declared about mid-October, 1943, and Italy became a co-belligerent, but not an ally. This decision caused many embarrassing incidents, and was a big blow to the pride and prestige of the armed forces still serving in Sicily and Italy, producing a feeling of humiliation that was not deserved.

P.O.Ws. BECOME 'LABOUR CORPS'

Almost overnight, Italian prisoners of war became labour corps, no longer

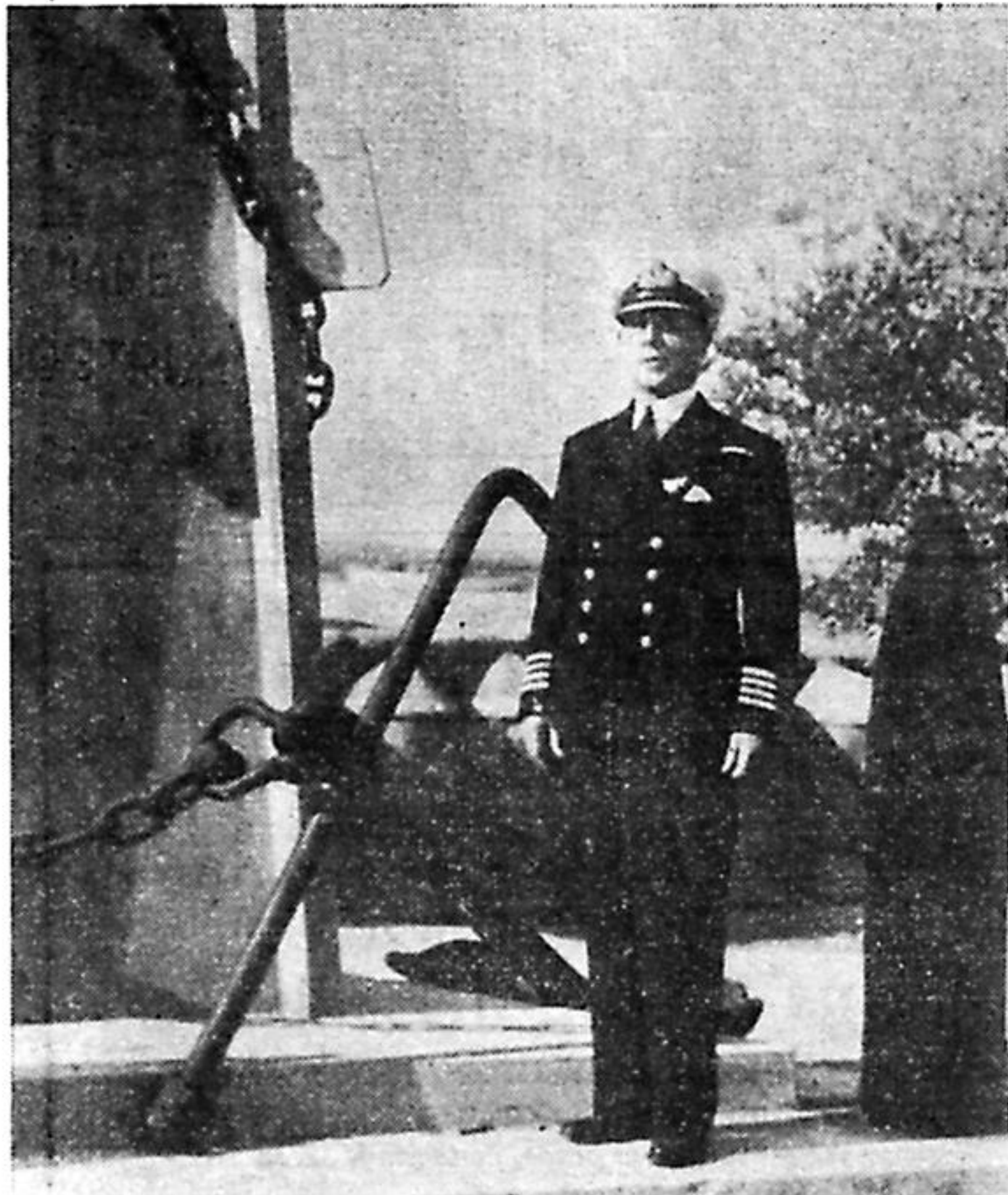
controlled by the Allied Military Authorities, although accommodated and fed by them. They were set free to operate under Italian officers. The Italian Fleet was released from captivity, the Italian Ensign hoisted once more, and ships brought to a state of readiness for action, and for co-operation with the British Fleet. The officers were due to assume rank and command according to seniority, with Allied officers. Destroyers and torpedo boats were to act as escort vessels for Allied convoys.

The officers and ratings of the Royal Navy had been fighting the Italians in the Mediterranean for three years, suffering severe hardships and many hundreds had lost their lives. It was a cruel blow to all those who were to continue to serve in the Mediterranean; they had to swallow their pride, for what appeared to be, a doubtful political purpose.

EXTRA WORK FOR AUGUSTA

Whilst the war operations had been centred on Sicily and the toe of Italy, Malta had been the "Main Convoy Assembly Port." Now that the centre of gravity of the Italian campaign was moving up the west coast of Italy, it was decided that Augusta must become the chief convoy assembly port and the Naval Control Service Organisation was transferred from Malta. This meant basing a large number of destroyers and escort vessels at Augusta. Arrangements had to be made to berth as many as, or even more than, 100 deep-draught ships. The harbour was not large enough for this purpose, so a large area outside of the harbour was swept, and protected from seaward by anti-torpedo nets laid by, I think, H.M.S. Guardian. Extra seaward patrols were arranged and the A.A. defences had to increase their vigilance to guard against the "tip-and-run" raids.

(To be continued)



The author, Capt. H. F. Waigh, N.O.I.C., Augusta, and Senior Naval Officer, East Sicily, alongside a stone commemorating Mussolini's name for the Mediterranean—Mare Nostrum

Pay and Pensions are to be increased

PETTY OFFICERS IN £1,000 A YEAR CLASS

AS from April 1 officers and men of the Services are to receive an average increase of 7½ per cent. on their pay and allowances. The White Paper announcing the increases puts the cost of the increases, together with increases in marriage allowances, and taking into account increased charges for service accommodation, at over £29,000,000 for all three Services.

Service men everywhere will, no doubt, have studied the recently issued Admiralty Fleet Order with great care, but a few examples will not come amiss.

Petty Officers are now well inside the £1,000-a-year class, as the following case will show. Take a married Seaman Petty Officer, living in furnished married quarters (Type C, i.e., three bedrooms), who has the highest qualifications and who is on an engagement to complete time for pension, i.e., he has completed over 14 years over the age of 18. His standard rate of pay is 41s. per day. To this must be added Length of Service Pay of 6s. 6d. per day. A total of £866 17s. 6d. Marriage Allowance for such a rating (including Out of Quarters Allowance which, from April 1, is consolidated with Marriage Allowance) is £4 11s. per week, i.e., £236 12s. per annum, making a total income of £1,103 9s. 6d.

The charge for his furnished married quarter amounts to £2 7s. 6d. per week, i.e., £123 10s.

LIEUTENANT-COMMANDER £2,000 A YEAR

Another example.—A married Special Duties Lieutenant, after six years in the rank, not living in married quarters, receives £3 8s. 6d. per day pay and £1 6s. per day Marriage Allowance, making a total of £1,724 12s. 6d. per annum. A married Lieutenant-Commander, after six years in the rank, living in married quarters, receives £2,007 10s. per annum.

Specimen rates of pay for officers, on promotion, are: Sub-Lieutenant, 37s. 6d. per day; Lieutenant, 45s.; Lieutenant-Commander, 75s. 6d.; Commander, 107s.; and Captain, 141s.

Rates of pay for ratings differ according to their specialist qualifications, and they differ again depending upon whether they are on a "seven-year-rate" of pay, or on the Standard Rate. An Able Seaman on the Standard Rate, with (B) qualifications receives 25s. per day, whereas he receives 20s. 6d. if on the "seven-year-rate." A Petty Officer's Standard Rate, with (A) qualifications is 41s. per day, and 36s. 6d. on the "seven-year-rate."

A Chief Petty Officer with (A) Specialist qualifications receives 46s. per day. A Chief Artificer receives 46s. a day basic pay, plus 6s. 6d. a day Trade Pay and 3s. Charge Pay.

LENGTH-OF-SERVICE PAY

In addition to the above daily rates of pay for ratings, "Length-of-Service Pay" is payable. This varies according to the engagement upon which the rating is serving and also upon the rating held. A Leading rate gets 2s. a day after nine years' service and another 2s. a day when he has completed 14 years' service. A Chief Petty Officer receives 3s. 6d. a day after nine years' service, another 4s. a day after 14 years and another 2s. 6d. a day after 18 years' service.

Increases in Marriage Allowance have been approved. Captains, for example, with six years' service, receive 35s. 6d. a day. Commanders 32s., Lieutenant-Commanders 28s. 6d., and Lieutenants 26s. These amounts are reduced by 3s. a day if living in married quarters.

MARRIAGE ALLOWANCE FOR RATINGS

For ratings, Marriage Allowance and Out-of-Quarters Allowance are to be consolidated. There are to be two rates: Scale "A," those entitled to married quarters but not provided with them; and Scale "B," those provided with married quarters or ineligible for Out-of-Quarters Allowance. These, again, vary according to the rating held. Scale "A" for a Chief Petty Officer is 134s. 9d. per week; Scale "B" is 113s. 9d. per week. The scales for a Petty Officer are 112s. and 91s. and for Leading rates and below 98s. and 77s.

The charges for married quarters have been increased and examples are: Commander, £191 unfurnished and £261 furnished; Lieutenant-Commander, £165 unfurnished and £225

furnished. A Petty Officer in the same type quarter would pay 33s. 6d. unfurnished and 41s. 6d. furnished. A leading rating would pay 32s. unfurnished and 40s. furnished.

INCREASED PENSIONS

The rates for retired pay and pensions have also been increased. Examples of the new rates are: a Lieutenant retiring after 20 years' reckonable service will receive £610 per annum. A Lieutenant-Commander with 20 years' reckonable service gets £700. A Commander will receive £855 and a Captain £1,110. A Special Duties Lieutenant with 20 years' reckonable service would receive £610, and a Special Duties Lieutenant-Commander with 20 years' reckonable service, £665.

Pension rates for ratings are: Able Seaman, 2s. 6d. per week for each of his first 22 years of reckonable service, (Continued on page 14, column 4)

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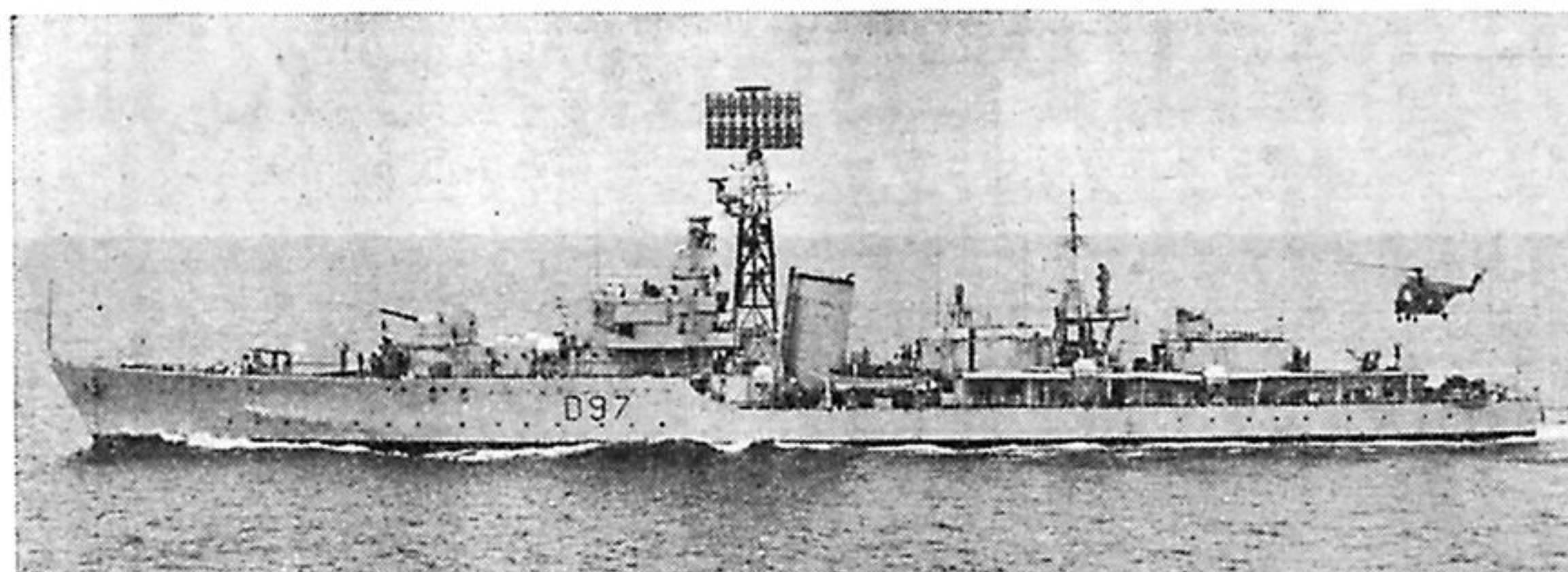
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NAVY NEWS
March 1964



H.M.S. Corunna, first of the "Battle" class destroyers to be converted to Fleet Radar Picket. In the first commission since conversion, the ship served in the Home and Mediterranean Fleets

SPANISH NAVAL OFFICER AT CORUNNA'S COMMISSIONING

Trio of 'Chiefs' with 73 years' service

H.M.S. CORUNNA, the Fleet radar picket converted from the "Later Battle" class destroyer, recommissioned in H.M. Dockyard, Rosyth, on February 1, when the guests of honour were Vice-Admiral A. R. Hezlet, C.B., D.S.O. and Bar, D.S.C., and the Spanish Naval Attaché to Great Britain, Capt. E. Barbudo. The ship is commanded by Cdr. B. K. Shattock, R.N., a communications specialist.

Laid down in 1944 at Messrs. Swan, Hunter & Wigham Richardson's yard at Wallsend-on-Tyne, the 75th destroyer to be completed there, H.M.S. Corunna was launched in the spring of 1945 by Mrs. Morse, wife of Rear-Admiral J. A. V. Morse, C.B., D.S.O., too late to see service with the Fleet in the Second World War. However, she was duly completed in the summer of 1947 and played an active part with her sisters in the Royal Navy until, in 1959, she was paid off into Reserve.

Although the application of science and technology to the war at sea has brought vast changes in her silhouette, under her new face the ship is the one that first took to the cold waters of the Tyne in 1945.

SIR JOHN MOORE'S CREST

The ship was named after the famous battle at La Coruna which took place on January 16, 1809, during the Spanish Peninsular Wars. General Sir John Moore died of wounds sustained during the fighting against a numerically superior force of Napoleon's troops under Marshal Soult; but the British forces were suc-

cessfully evacuated from the Spanish port of La Coruna. The ship is privileged to wear the crest of Sir John Moore's family and amongst the trophies is a musket captured during the battle.

In 1959 it was decided that four "Later Battle" destroyers, of which H.M.S. Corunna was the first, should be modernised and converted for the duty of providing long-range air warning to the major units and in particular the N.A.T.O. Strike Fleet. This necessitated the fitting of additional radio and radar equipment, the most striking result being the rotating bedstead aerial, plus the addition of the Seacat guided-weapon system. The three other destroyers selected for this conversion were H.M. Ships Aisne, Agincourt and Barrosa.

Cdr. Shattock joined the Navy in 1940. During the war he took part in the operation off Normandy on D Day. Also, he served in the destroyer H.M.S. Zambesi, when she was one of the first British ships to arrive in Norway after the war. Before coming to Corunna, Cdr. Shattock was Fleet Communications Officer on the Staff of Commander-in-Chief, Mediter-

anean. He is a keen cricketer and squash player, having been Navy squash champion four times and represented the Navy on several occasions.

Three of the senior ratings on board, the coxswain, the chief boatswain's mate, and the communications yeoman, have between them served 73



Cdr. B. K. Shattock, R.N. commanding officer of H.M.S. Corunna reads the Commissioning Warrant. Vice-Admiral A. R. Hezlet is on the captain's right

years in the Navy. Into this period they have compressed lifetimes of experiences and travelled to the four corners of the earth. The coxswain, C.P.O. Forbes, of Intake, Doncaster, has had one ship sunk under him, the cruiser H.M.S. Coventry, by dive-bombers off Tobruk whilst on the famous Tobruk ferry run. The following year, 1943, he was luckier, and didn't get his feet wet, when the "Hunt" class destroyer H.M.S. Eridge, in which he was a petty officer, was torpedoed by a submarine and towed into Alexandria with the upper decks just clear of the water.

RUSSIAN CONVOYS

Although he did not have to "swim for it" C.P.O. Chick, of Hawarden, Chester, the chief boatswain's mate, was torpedoed in the cruiser H.M.S. Kenya in the convoy escorting the tanker Ohio to Malta. The Kenya made Malta and in later days C.P.O. Chick took part in the hunt for the Bismarck, in Russian convoys and on duty in the Pacific Ocean. The communications yeoman, P.O. Duffy, of Widnes, Lancashire, serving in the battleship King George V likewise took part in Russian convoys, Sicilian landings and in the minesweeper H.M.S. Speedy in the D Day landings. Later he was present in H.M.S. Pheasant at the Japanese surrender in Tokyo Bay. Also, whilst in H.M.S. Black Swan, he was at the liberation of the European civilian internees from Shanghai prisoner-of-war camp.

One of the first of a new type of maintenance rating, Weapon Mechanician Cheeseman, of Aberdour, had joined H.M.S. Corunna for the new commission. Previously a petty officer instructor in A.S. warfare, W.M. Cheeseman, after a two-year course mainly at H.M.S. Caledonia, is now qualified to maintain all armament on

Cavendish preparing for her 'foreign leg'

THE home leg of H.M.S. Cavendish's commission is drawing to a close shortly; the ship starts the final leg of the commission when she returns to the Far East. This should prove to be a fine conclusion to a busy two and a half years.

Since last November the ship has paid operational visits to the Clyde, Portland, Cork and Londonderry, and early in January took part in two major fleet exercises.

Before the first exercise some 70 Sea Cadets of Jersey Sea Cadet Corps were given passage back to St. Helier, and while on board they were given instruction and helped with the ship's daily routine.

On completion of these exercises the ship went to Devonport for a maintenance period.

While in the Clyde H.M.S. Cavendish took part as one of the escorts for the Submarine Commanding Officer's qualifying course—a good exercise in magnificent surroundings. From the Clyde the ship went to Portland for a short training period.

The visit to Cork at the end of November was marred by the untimely death of President Kennedy, and although this tragic event pre-

cluded the usual entertainments, the ship's company was made very welcome.

During the stay a children's party was given for 20 orphans, which was enjoyed both by the children and by the ship's company. The Pirates were as popular as ever, and the additional entertainment of a cartoon show, and music by the ship's skiffle group "made" the day. When the guests left they went over the side clutching packets of sweets and wearing happy smiles.

After the visit to Cork, the ship paid an operational visit to Londonderry and took part in exercises with other units of the Home Fleet.

SICK CHILDREN REMEMBERED

At Christmas time P.O.M.(E.) Dunn travelled to Edinburgh with four large sacks full of toys, which were presented to the children in McKay Smith and Beatrice Wards of the Royal Hospital for Sick Children. These wards were adopted by the ship's company last year.

In a letter to the ship, the matron said: "The children and staff were terribly thrilled with the gifts—and excellent choice of presents. The staff cannot express thanks enough to the ship's company for giving so generously. Now no one can say anything against the Navy."

EASTBOURNE COMMISSIONS

FOLLOWING an extended refit in H.M. Dockyard, Rosyth, H.M.S. Eastbourne (Cdr. R. R. Squires, R.N.), the "Whitby" class, Type 12, anti-submarine frigate, commissioned at Rosyth on February 25 for her fourth commission.

H.M.S. Eastbourne is only the second ship to bear the name, her predecessor being a Second World War minesweeper. The present ship was built by Vickers-Armstrongs at Barrow-in-Furness and was completed in January, 1958. In her most recent commission she served in the Far East, returning to Rosyth early in 1963 for her refit.

A good liaison with the town of Eastbourne was established during the last commission and it is hoped to further this association. The Deputy Mayor, Councillor C. F. Baker, represented the Mayor of Eastbourne at the commissioning ceremony.

Cdr. Squires joined the Royal Navy in 1944 and entered the submarine service in 1947. In 1956 he was in command of the submarines Aurochs and Aeneas and before joining his present ship he spent three years as first lieutenant of H.M.S. Dreadnought.

"Whitby" class frigates are of 2,560 tons displacement (full load) and are 370 feet in length (overall) with a beam of 41 feet. Complement is about 190 as leader and about 150 when not acting as leader.

Pinewood Studios announced recently that "The Unknown Battle," the story of the great Commando raid on the atomic installations in Norway, will be filmed there this year, with Stephen Boyd, Elke Sommer and George Peppard heading the cast.



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H.M.S. Cook circles globe—and takes seven years to do it

MASSIVE REPAIR JOB AT SUVA

THE survey ship H.M.S. Cook (2,230 tons, full load) arrived at Devonport on February 24 after spending seven years surveying in the South Pacific. For the past 12 months she has been based on Suva, Fiji, continuing her surveying and oceanography work—the two main areas being the Fiji and the Gilbert Islands.

The big job in Fiji waters was the survey of Bligh Water, hitherto uncharted, between the two main islands of Viti Levu and Vanna Levu. The ship's surveying motor-boats Resolution, Endeavour and Grenville worked from camps ashore, charting the shallower passages inside the reefs.

Grenville and her crew stayed for nearly three months at Ellington Wharf, where 8,000-ton ships load sugar from the near-by Penang Mill. In the course of the survey a dangerous rock was discovered close to the track frequently used by large vessels in the Malake Passage. Grenville and Resolution swept another channel into Ellington and found it clear.

Meanwhile Endeavour and her crew were based on a camp on Yandua Island surveying the Yandua Passage, which was found to have far less water than supposed.

SONG AND DANCE SESSIONS

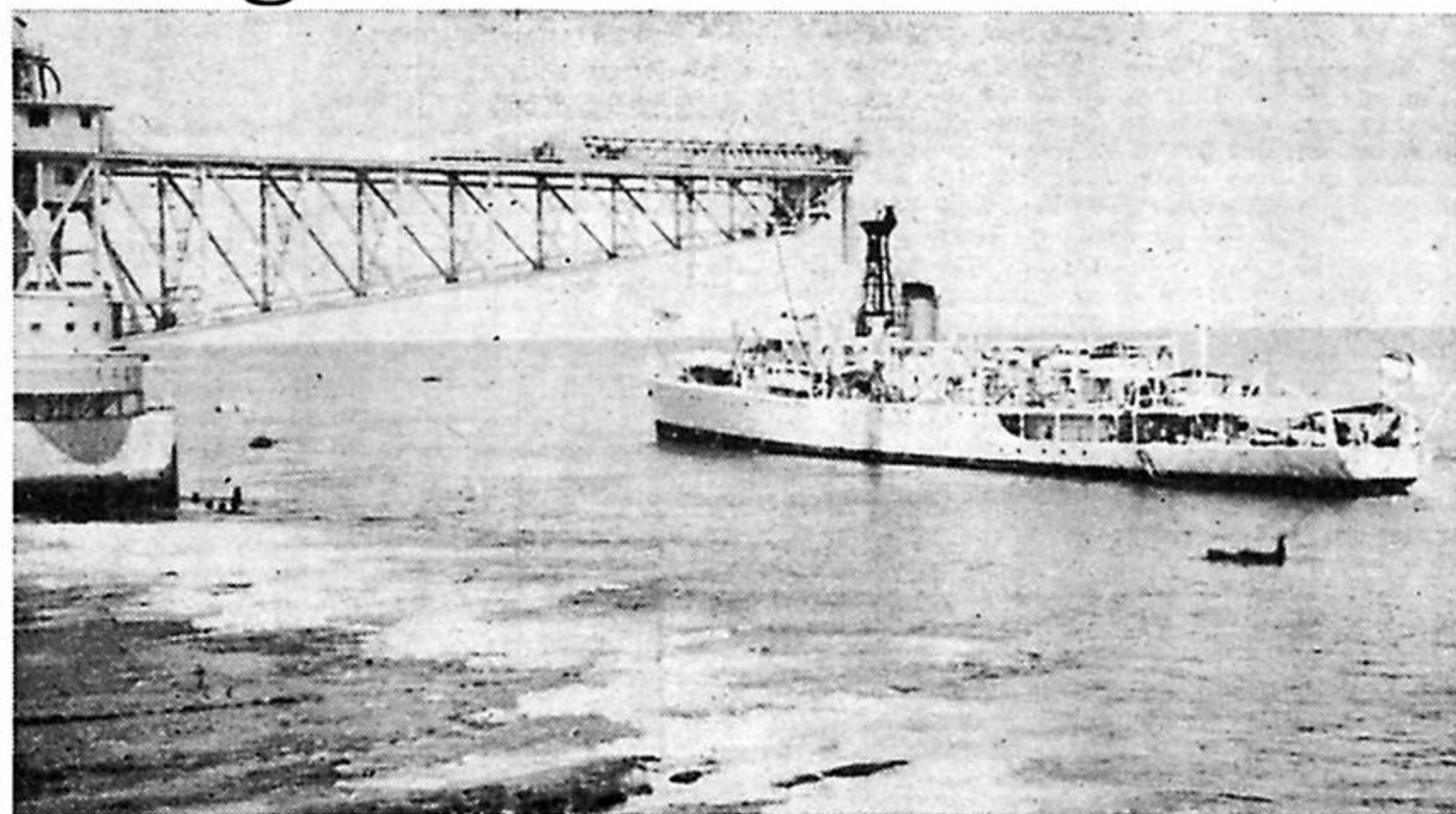
What will last in the memories of those on the Yandua camp is the hospitality of the Fijian villagers on the island. On most nights "yanggona" was prepared and drunk in the village and usually the sessions would go on until the early hours of the morning.

with alternate songs and dances. On the nights when the copra-boat Chum was in, there was a special party, for that boat's crew had formed a well-practised and enthusiastic string band, and most of the villagers came along to hear them play.

At the end of May, 1963, Cook went south to New Zealand for a mid-season docking in Auckland, and a fortnight's station leave was granted to the ship's company.

Then, after a brief visit to Suva for fuel, Cook steamed to the Gilbert Islands. The ship's task was to search for the Cromwell Current, and to carry out some deep soundings between and around the islands.

The Cromwell Current flows at between two and three knots at a depth of about 50 fathoms and in the opposite direction to the surface current. It has been located in several places along the Equator and Cook's job was to locate it in the vicinity. To do this, the ship made observations along a 300-mile north-south cross-section of the current. The observations consisted of taking water samples, measuring the speed and direction of the current and obtaining bathythermograph readings, all at various



H.M.S. Cook under the cantilever at Ocean Island

depths, down to several hundred metres. Buoys were moored in depths of over 2,000 fathoms, to enable the ship to plot her drift.

Before starting this work the ship landed the three surveying motor-boats and the motor-cutter on the atolls of Nonouti and Tabiteuea in the Gilbert Islands to carry out surveys of the approaches to the anchorages in the lagoons.

GILBERTESE FEASTS

For six weeks Grenville's crew lived on Nonouti, and the crews of Endeavour, Resolution and Mercury (the motor-cutter) lived on Tabiteuea. As in Fiji, the hospitality of the villagers was generous, open and, at times, embarrassing. There were seven villages near the houses where the Tabiteuea camp party was staying, and each of these asked the camp to a welcome feast, a half-time feast and a farewell feast.

These feasts usually followed the same pattern. First there were speeches of welcome, then the village girls laid garlands on the heads of the guests and then came the food—chicken, babai (taro) and pandanus with a nut to drink—all laid out on a banana leaf. After the food the villagers started the main event of the evening, the singing and dancing.

WAR DANCE

The Gilbertese dancing is quite influenced by the outside "civilised" world, and is vital and fresh in spirit. Ruoa, one of the Gilbertese war dances, was perhaps the best of all, and the village of Tewai danced it best. For this dance the men dressed in dancing mats bound in to their waists with plaited belts of human hair. In front of the group of a dozen or so men danced three young girls beautifully decked out in grass skirts and fillets of coconut leaves. The most striking part of the dance was the terrific tempo and the contrast between the men's vigorous, war-like stamping and chanting, and the delicate, startled attitude of the girl's dance in front.

Then there was the quieter and more graceful batere and the all-in, no-one-excused, stick dance, which everyone from Cook knew perfectly before they left.

Cook recovered her camp parties and, after a call at Ocean Island for fuel, steamed back to Suva, her home, for a maintenance period of three weeks. This coincided with the South Pacific Games and Cook was able to provide about 20 officers and men to act as wardens for the hostels and camps where the athletes stayed, and to act as time-keepers and training managers. The committee presented the ship with a ceremonial yanggona bowl in gratitude.

Close on the games followed Hibiscus Week, and the ship's float, was the centre of a wave of laughter and applause as it progressed along the route of the final procession.

COOK IS DAMAGED

Then, as the ship resumed her surveying work in Bligh Water, fate dealt a cruel blow. On the evening of October 1, while entering an unsurveyed anchorage on the edge of Bligh Water, Cook struck an isolated coral head. It took the whole night to get the ship off, but counter-flooding, shifting weights aft and laying out anchors, eventually brought success and an hour before dawn she came off and slid into deep water. Under her own steam she made the 90-mile

passage back to Suva at eight knots.

The New Zealand Navy Board had dispatched H.M.N.Z. Ships Taranaki and Lachlan to Cook's assistance. Taranaki was already on her way to Suva and met Cook at sea, but, finding that no further assistance could be rendered, she proceeded on ahead to Suva.

On Cook's arrival, divers made an examination of the external damage. The lower Asdic space, the freshwater tanks, the forward survey store and the cold and cool rooms were all flooded to the deckhead. The Suva Fire Brigade stood by to pump out these compartments, but before this could be done the leaks had to be reduced and the draught forward reduced to allow the hatches to be opened so that the hoses could be inserted.

SHIP LIGHTENED

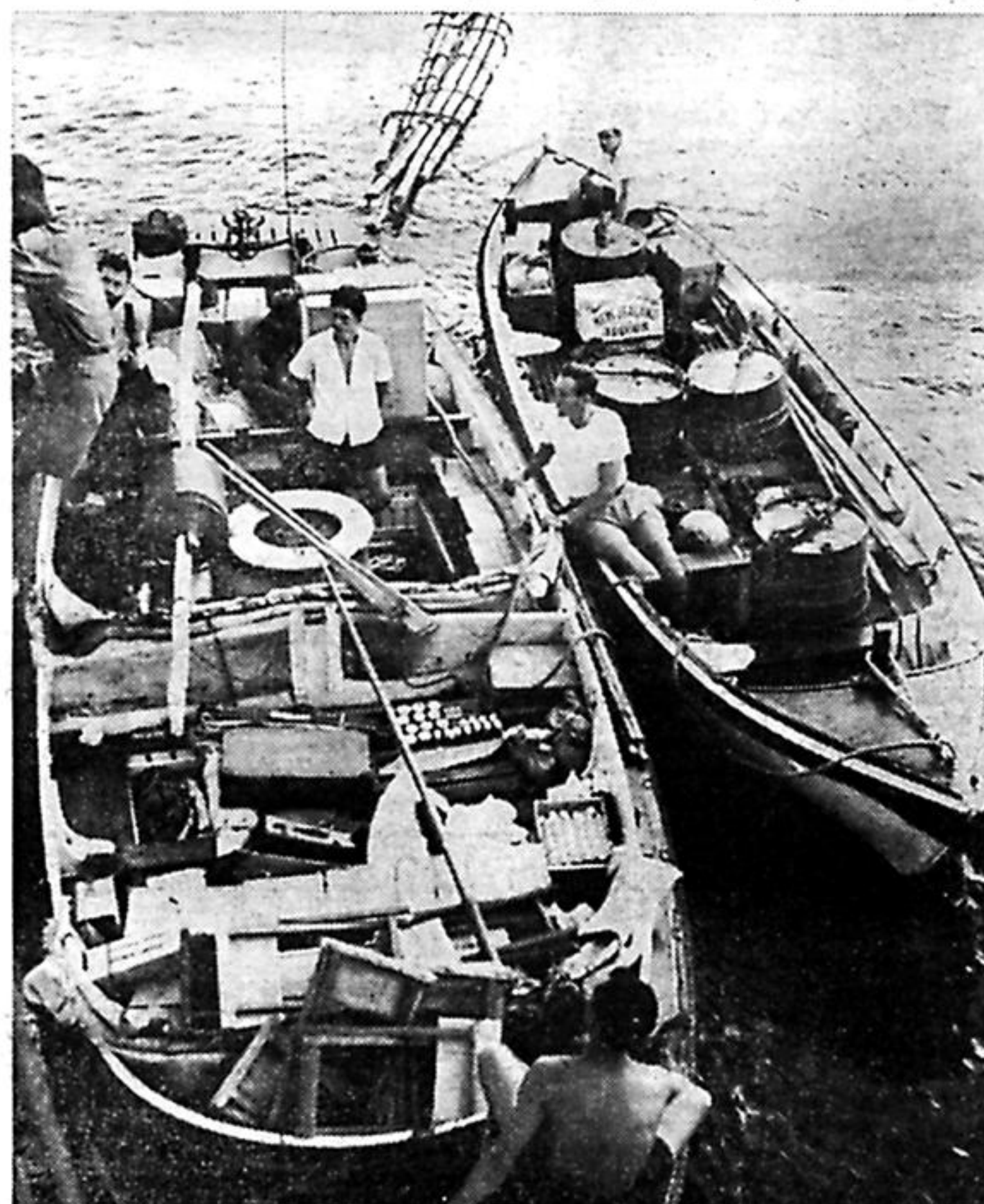
Stores, anchors and cables were taken out from forward, and "home-made" collision mats, constructed of canvas swimming baths and mattresses, were drawn over the holes. Splits were wedged by divers and the whole

forecastle awning was fothered over the damaged section.

It was decided that the ship was in no fit state to proceed farther until repairs to the hull had been carried out. The facilities at Suva include one 1,000-ton slip which has a cradle 198 feet long and a declivity of 3 degrees 48 minutes—this meant a trip of over 16 feet between marks over Cook's 300-foot length. It was necessary, therefore, to lighten the ship as much as possible to limit the weight on the slip and to increase the stern trim to as great an extent as possible to reduce the load at the sewing point (the point of touch-down on the cradle).

By this time the contents of the cold room were "ripe." Fortunately the R.N.Z. Air Force came to the ship's assistance and housed and fed the crew at its camp at Lauthala Bay. The Fiji Military Forces helped by finding

(Continued on page 14, column 3)



"Away Camp Party." Parties were away from the ship for lengthy periods surveying the shallower passages inside the reefs

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NEW HEADQUARTERS AT GIBRALTAR

ON January 3, the Commander-in-Chief, Allied Forces, Mediterranean, Admiral Sir Deric Holland-Martin, formally opened the new Communication Centre and rehabilitated Maritime Headquarters at Gibraltar. Sited under several hundred feet of rock, the headquarters form a unified complex from which the Flag Officer, Gibraltar, and the Air Officer Commanding Gibraltar can exercise control in either their national or N.A.T.O. capacity.

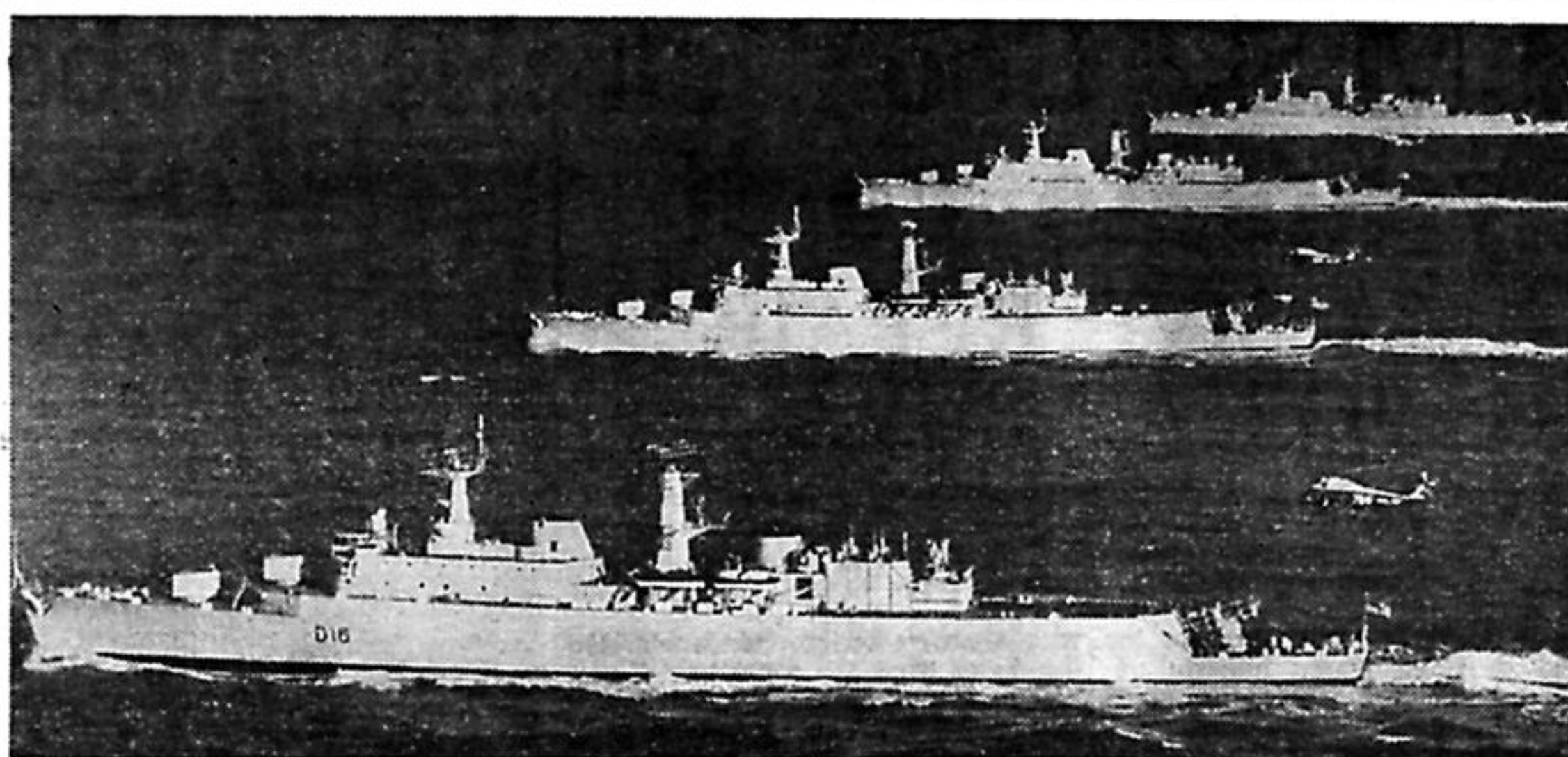
The design and over-all plan of the COMCEN (joint National/N.A.T.O. project) were carried out by the Director, General Navy Works (Admiralty), and were completed in 1960. Excavation and civil engineering and building work were commenced on site by the Superintendent, Navy Works, Gibraltar, in October, 1960. This entailed blasting out of the Rock two large chambers with inter-connecting tunnels and erecting, within the chambers, air-conditioned single-storey buildings to form the numerous offices and equipment rooms which comprise this communication centre.

The COMCEN will be manned on a joint Royal Navy/Royal Air Force basis. In addition the R.A.F. have a small National COMCEN outside the main N.A.T.O. room.

The M.H.Q. which was used in the last war for such undertakings as Operation "Torch" (the Allied landings in North Africa in 1942) has been completely renovated and modernised to meet current requirements. An old brass plaque saying that "General Eisenhower slept here" has been replaced on the outside of the particular room to which it refers.



Opening of the new Communication Centre and rehabilitated Maritime Headquarters at Gibraltar. Left to right: D. J. M. Williamson, Esq., Superintendent, Navy Works, Gibraltar; Vice-Admiral A. B. Cole, Chief of Allied Staff, Mediterranean; Rear-Admiral E. N. Sinclair, Flag Officer, Gibraltar, and Commander, Gibraltar, Mediterranean; Admiral Sir Deric Holland-Martin, C.-in-C., Mediterranean, and C.-in-C., Allied Forces, Mediterranean; Capt. B. H. Champion, S.E.E. and Base Electrical Officer, Gibraltar; Lieut. H. Gormely, Officer-in-Charge, Communication Centre



The four guided-missile destroyers at present with the Fleet exercising together for the first time in January this year. They are H.M.S. London, H.M.S. Kent, H.M.S. Devonshire and, in the background, H.M.S. Hampshire. Two more of this class, the *Fife* and *Glamorgan*, are expected to join the Fleet next year or early in 1966. The last two will be fitted with the new action data automation system which gives command and control facilities in advance of any present system, and the first four will be fitted with this system in due course

The Struggle for Supremacy in the Mediterranean

THOSE who have read "The Battle of the Atlantic" and "The Thunder of the Guns" know that they can expect from Donald Macintyre a well-written, authoritative account of what he has set out to do and his latest book is no exception.

In "The Battle for the Mediterranean," by Donald Macintyre (B. T. Batsford Ltd.; 25s.), the author engages the interest of the reader from the very first page until the last.

In his introduction he writes: "The contest revolved largely round the ability of the British to build up and preserve the little island of Malta as an offensive base in the midst of waters otherwise dominated by enemy air and sea power. This involved, on the one hand, the supply and replenishment of the fortress; on the other, the efforts by the enemy to eliminate it. It led to the principal clashes by sea. On the outcome depended, absolutely, the success or failure of the campaigns in North Africa and hence, it can be said, of the whole war."

Capt. Donald Macintyre's book of immense interest to everyone, and absorbingly so to the thousands of men who took part in the unrelenting struggle, shows how the Allies, suffering, at the outset, under "all the disadvantages consequent upon their peace-time neglect of naval air power, ship-borne and shore-based, and facing more powerful and concentrated Italian and German naval and air forces, succeeded in exerting a stranglehold on the Axis supply lines to North Africa."

With numerous photographs and specially prepared maps, "The Battle for the Mediterranean" will take the reader back to those vital three years—will bring back the names of ships and men which will forever be a matter of pride to the Royal Navy. Our losses were grievous, and it seemed, at times, that we were almost, if not quite, beaten, but as Capt. Macintyre so rightly, clearly and successfully points out, to lose in the Mediterranean was to lose the war.

This is a first-class book, giving, for the first time, a readable, over-all picture of the struggle for supremacy in the Middle Sea, and how, by sheer hard work and dauntless men, the Allies brought it to a successful conclusion.

'Lemnos, Imbros —and Chaos'

THE historian has a much easier job than the men who made history. The historian is in possession of ALL the facts, can say what action ought to have been taken—and the reasons for such action, but the history-maker can, possibly, only know what is going on in his immediate vicinity.

Having said that, and making allowance for the advance of science, and communications in particular, which enables men to see much farther afield than they could 50 years ago, the Suvla Bay landings in 1915 stand out as examples of almost incredible incompetence on the part of the British leaders on the spot.

In "The Suvla Bay Landing," by John Hargrave (Macdonald & Co. (Publishers) Ltd.; 30s.), the author who enlisted in the Royal Army Medical Corps of Kitchener's New Army on September 7, 1914, and who took part

in the abortive effort, writes with telling clarity how the original conception of the campaign came to naught.

That the original Churchill plan was good is borne out by no less a person than Admiral von Tirpitz, who, on August 7, 1915, the morning after the Suvla landings, wrote: "Heavy fighting has been going on since yesterday at the Dardanelles. . . . The situation is obviously very critical. Should the Dardanelles fall, the World War has been decided against us."

WHAT WENT WRONG?

What went wrong? Mr. Hargrave says: ". . . if anyone who takes the trouble to set down a time-table of events from official sources relating to

BOOK REVIEWS BY ACHARBEE

the Gallipoli Campaign will find that from first to last it reveals hesitation and muddle at the highest level." The Commander-in-Chief, General Sir Ian Hamilton, is sent off to his command 24 hours after his first intimation. "Perhaps for the first time in history a Commander-in-Chief set out with no army, no plan of campaign, no details of transport or supplies, and no administrative staff, to fight an enemy whose strength and dispositions were unknown, on a battle front that could be anywhere on the 53-mile coastline

of a rough and tumbled peninsula that had never been accurately mapped. It cannot be said that Sir Ian was not given a free hand. In fact at the outset he was given nothing else."

Very few of the leaders emerge from this book with glory. Churchill was one, and another was Commodore (later Admiral Sir Roger) Keyes, who was "hopping mad" about the "ghastly inertia." "What was wrong with the others?" Mr. Hargrave puts it: ". . . no one in command. And all the kiretch gullies echo—Chaos in command."

TASK BEYOND THEM

And yet these leaders were brave, honourable men. The truth appears to be that the task set them was beyond them.

The Suvla Bay landings, although now nearly 50 years away, more than probably taught us many a lesson which was well learned and applied in the Second World War.

Mr. Hargrave's book should be read by all leaders. It points out that, although subordinates may be picked with the utmost care, the responsibility (as well as the honour, if any) remains with the leader. He must give the orders and, what is even more to the point, he must see that those orders are carried out.

Rear-Admiral M. C. Giles, D.S.O., O.B.E., G.M., was placed on the Retired List to date February 20. He joined the Navy in 1932 as a Public School Entry and was Captain of H.M.S. Vernon 1959-60. He commanded H.M.S. Belfast from January, 1961, and was appointed President of the R.N. College, Greenwich, in October, 1962.

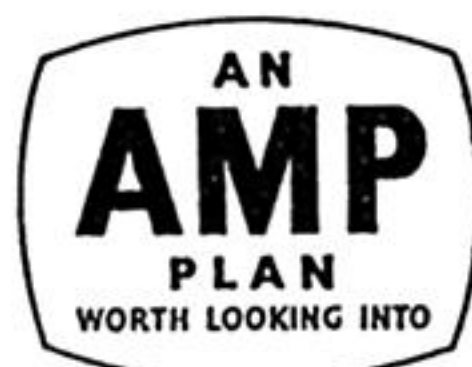


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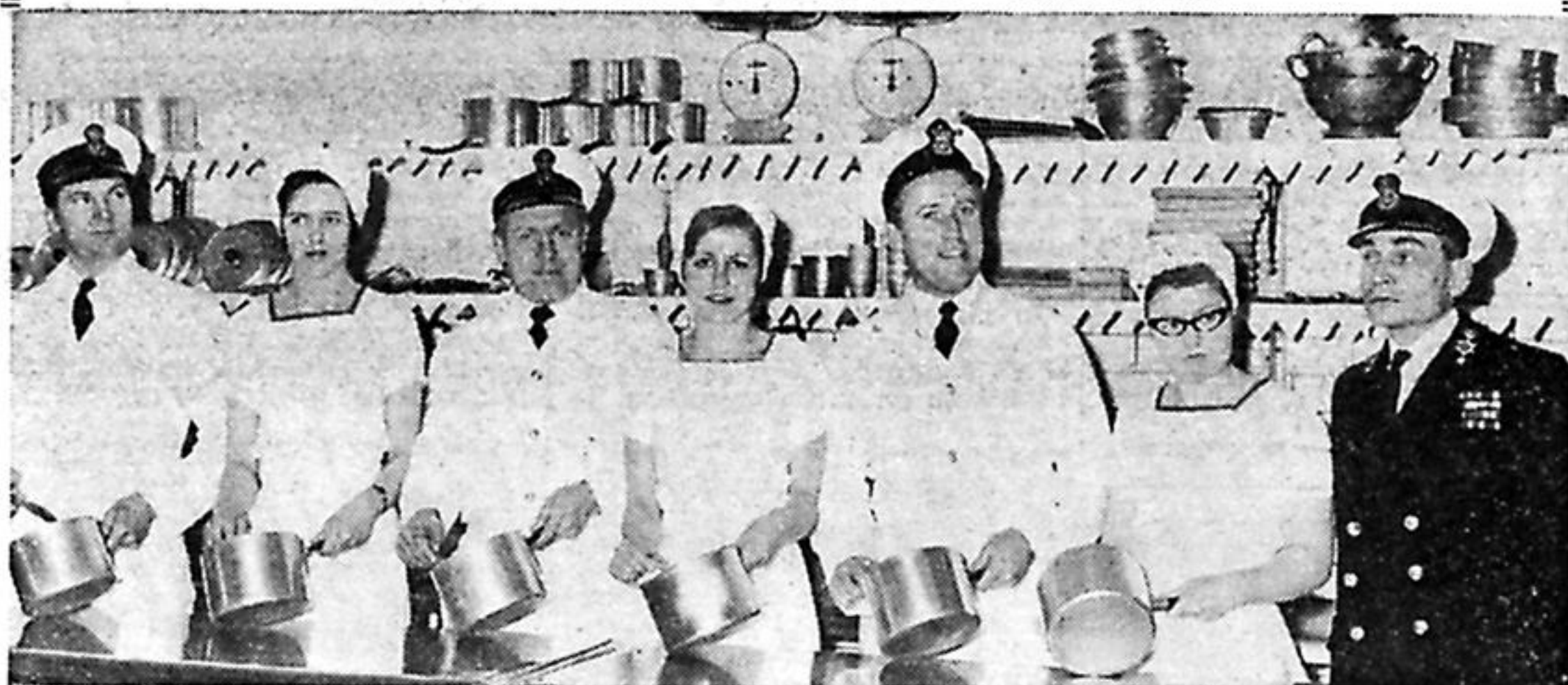
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The Medway Sub-Command is to receive the Freedom of the City of Rochester on April 8.

THE VICTORIOUS COOKS



In last month's issue "Navy News" was pleased to record the winning by Naval Cooks of 30 awards at Hotelympia. This picture shows some of the winning team. Left to right: C.P.Ck. D. Haycock, WrenCk. M. V. Hill, P.O.Ck. A. Billington, WrenCk. L. V. Barraclough, C.P.O.Ck. P. A. Pallister, WrenCk. H. Beacock and C.P.O.Ck. J. Poulton

ROYAL VISITOR TO H.M.S. DAUNTLESS

H.R.H. PRINCESS MARINA, Duchess of Kent, Chief Commandant, W.R.N.S., visited H.M.S. Dauntless on Thursday, February 6. She was accompanied by her Lady-in-Waiting, Lady Rachel Pepys.

The Princess arrived by helicopter, and after being met by the Director, W.R.N.S. (Commandant Dame Jean

Davies, D.B.E., Hon. A.D.C.), Cdr. Clive-Powell, R.N. (Commanding Officer, H.M.S. President), and Superintendent E. M. Drummond, O.B.E., M.A., Superintendent, W.R.N.S. (Training and Drafting), she drove to the main deck where heads of department were presented.

An informal tour of the establish-

ment followed, during which Her Royal Highness saw members of the ship's company at work and ratings under training, doing P.T., squad drill and being kitted-up in the clothing store.

Princess Marina then had tea in the wardroom. The departure route from the wardroom to the helicopter was lined by W.R.N.S. ratings from the ship's company and training divisions.

Generous gesture by Stores Branch Benevolent Society

WHEN Mr. J. A. W. Dougall, who was president of the R.N. Stores Branch Benevolent Society, died, members of that society created a memorial fund, out of which a pair of special mattresses have been purchased for use in R.N. Hospital, Haslar.

The mattresses were presented to the hospital on February 23, the Surgeon Rear-Admiral accepting them on behalf of the hospital from Mr. Parham, the chairman of the society and the hospital chaplain blessing them.

The mattresses are electrically operated and provide automatic and continuous redistribution of pressure points. This ensures the patient's comfort by body pressure areas being automatically changed every four minutes. Thus the patient can remain in one position indefinitely with little risk of developing bed sores. The mattresses are of particular value in the treatment of fractures in the elderly, certain types of paralysis, the unconscious patient, and serious eye injuries in which it is desirable that the patient should remain still.

Medical officers, nursing officers, sick berth staff of the hospital, and representatives of the society were present at the presentation ceremony.

'QUALIFIED' (Or should it be 'Sunk'?)

[The authenticity of the following story is beyond reproach.]

A GENTLEMAN was making a purchase in a London tobacconist's recently and noticed that the saleswoman was wearing a Naval Crown brooch.

Asking, "How do you qualify to wear a Naval Brooch?" the sales lady asked the purchaser if he was in the Navy, to which he replied, "I am a naval officer."

The lady then said something like this: "Now, let me see: I have a brother who recently retired as a commander; another brother, a shipwright officer, died during the war; my two young brothers are lieutenants. One of my brothers-in-law retired as a commander and my husband was a senior commissioned writer officer. I also have a sister-in-law who was a second officer in the Wrens."

"When you were a little boy and the Abyssinian War was on, I was a civilian coding officer on the Commander-in-Chief, Mediterranean's staff; during the war I was a second officer in the Wrens."

"I also have a sister-in-law whose brother is a chief A.A. in the Royal Australian Navy."

"Between them my relatives have two O.B.E.s. and two B.E.M.s."

"Oh! I nearly forgot—my father was a master-at-arms. They were all promoted from the lower deck, too."

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THE ROYAL NAVAL ASSOCIATION

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Patron: H.M. The Queen

"UNITY — LOYALTY — PATRIOTISM — COMRADESHIP"



Cutting the cake at Ashford's (Kent) 16th birthday party. Left to right: Shipmate vice-president D. Murray, Cadets Connell and Lewis, Shipmate secretary E. Standen, Shipmate chairman R. Lewin and the president, Shipmate Capt. D. MacIntyre, D.S.O., D.S.C., R.N.

Ashford's Birthday Party a rousing success

FOR the past three years the Ashford (Kent) Branch of the Royal Naval Association has arranged a coach tour of eight days, with first-class hotel accommodation, at various places. During the tour shipmates visit branches in the area they are touring and, so far, the trips have been most successful. The branch has visited the Torquay Area, the Paignton Area and Great Yarmouth, and this year the trip is to Bournemouth.

The Ashford shipmates will be in Bournemouth from May 8 to 15, staying at the Bourne View Hotel, Bournemouth, and branches in the area who would like to receive the tourers should get in touch with Shipmate E. S. Standen, 29 Osborne Road, Willesborough, Ashford, Kent.

The branch is now 16 years old and on February 7 it held a birthday party, when 60 shipmates and their ladies attended. The commanding officer of the local Sea Cadet Corps lent two cadets who piped the branch president, Capt. D. MacIntyre, R.N., on board, and the guests included Mr. and Mrs. Ratcliffe, who presented the ship's wheel at the birthday party last year. Another welcome guest was Shipmate Collins from the Gillingham Branch.

A telegram from the Queen was read to the gathering by the branch's new chairman, Shipmate R. Lewis, who is also the Standard-bearer.

Shipmate "Don" Murray, vice-president, presented on behalf of Shipmate Lebourne, who was unable to be present because of illness, a large framed picture of Boy Cornwall, V.C., depicting the action in H.M.S. Chester.

MAINBRACE SPLICED

The mainbrace was well and truly spliced in the traditional manner, all hands receiving a tot of rum supplied

by vice-president Shipmate Cdr. Robertson-Aikman, R.N., and the ladies having a glass of sherry.

The high-light of the evening was the cutting of an iced birthday cake presented by Mr. and Mrs. Snashall, and cut by the president.

"Sunset" was piped at 11 p.m. by Cadet Connell and the White Ensign lowered by Cadet Lewis, everyone agreeing that the evening had been a rousing success.

APATHY HITS ST. AUSTELL

THE St. Austell branch of the Royal Naval Association has an excellent little club house in Portpean Road, but members were told at the annual general meeting that, as in 1960, it was being used only by a handful of members. Paid-up members had been falling steadily and the meeting tried to pin-point the real reason.

The chairman, Lieut. E. Richards, referred to the letter sent to all 1962 members, pointing out in detail the sorry state of apathy, with just the nine life, 20 full and 12 associate members running the affairs of the club.

(Continued in column 3)

Croydon made the Area Delegates comfortable

WHEN the 16th annual general meeting of No. 2 Area of the Royal Naval Association (branches in Kent and Surrey) was held recently at Croydon, the facilities provided were excellent, and the delegates expressed their pleasure and thanks to the Croydon Branch.

Area delegates came from Guildford, Chatham, Maidstone, Gillingham, Welling, Whitstable, Temple Farm, Cheam and Worcester Park, Dorking, Horley, Sidcup, Sevenoaks, Epsom and Gravesend, and revealed the interest in the Association that is still prevalent in No. 2 Area.

Cdr. J. S. Kerens, D.S.O., R.N., M.P., was unable to be present and the election of officers was presided over by the Area life vice-president, Shipmate S. Godfrey.

Shipmate J. L. Bates was re-elected as chairman of the area for the coming year and Shipmate R. T. Giles of Horley was elected to the vice-chairmanship. Although the area secretary, Shipmate T. F. Asprey, had intimated that he did not wish to continue in office, he was prevailed upon to serve for another year, during which Shipmate G. Gilham, of Temple Farm

(Continued from column 2)

The letter also drew attention to the fact that in August, 1960, it was agreed to carry out the original extension plan in full by placing the bar and kitchen outside the main building. This work had been started with great enthusiasm, but had petered out gradually until the bar only could be said to be completed, the remainder hanging fire for various (not obvious) reasons. On a motion by Shipmate Wakefield, several volunteers agreed to help him to complete the extension.

It was also pointed out that few members seemed to realise that only 2s. 6d. from the 10s. subscription was retained by the club. The intention of Article 2 of the Royal Charter with respect to club premises was again raised, but the chairman said he had not received any further information.

Officers elected: Patron, Sir John Keay; president, Capt. Malleson, V.C.; chairman, Lieut. E. Richards; vice-chairman, Lieut.-Cdr. H. King, D.S.C., A. H. Mortimer, D.S.M., and T. Savage; honorary secretary, L. R. Pradfield; honorary treasurer, D. R. Hutchings; D.A.C., also Welfare, Lieut. E. Richards.

Jubilee Year was a great success

WHEN the Cheam and Worcester Park Branch of the Royal Naval Association held its annual general meeting on February 14 there was an extremely good attendance, members supporting with acclamation a vote of thanks to the retiring officers and committee.

In his report the secretary said: "We can be justly proud of the efforts of all during the silver jubilee year, 1963, both for achieving such an increase in membership and for doing much worth-while work." The total of new members for the year reached 18.

Continuing his report, the secretary said that the interest shown by shipmates by attending weekly meetings and social functions had been particularly gratifying to the officials of the branch. There was still room for improvement and it was essential that the strength of the branch should be maintained. Too often the important work of the branch falls on the shoulders of the same "willing horses," and the secretary appealed to all members to help the committee in its work. Active participation by shipmates would not only ease the burden of the stalwarts but the shipmates themselves would gain an added interest in the branch and the Association.

SOUND FINANCES

Although the year's expenditure had been heavier than usual because of the jubilee celebrations, the financial position was quite sound. The branch benevolent fund was in a very healthy state—there had, fortunately, been very little call on it during the year.

There had been increased support for the dances and the "teenage jazz sessions" showed a good profit. In thanking the officials for their support the chairman told them that without it his office would have been an impossible burden, and that credit was due to them for the success of the branch during 1963.

Thanks were extended, too, to the branch president, Mr. R. Sharples, O.B.E., M.C., M.P., and to the Mayor and Mayoress of Sutton and Cheam,

Alderman D. P. Thomas and Mrs. Margaret Vaughan, and to the vice-president, Sir Norman Josephs, for their continued interest and support.

The election of officers and committee resulted as follows: chairman, Shipmate F. Matthews; vice-chairman, Shipmate V. Bailey; secretary, Shipmate L. Helms; treasurer, Shipmate A. Cort; social secretary, Shipmate L. Goodwin; welfare officer, Shipmate F. Ticehurst; Committee, Shipmates R. Hagger, P. Laign, B. Benjamin and J. Perry.

PRESIDENT—'NO FIGURE-HEAD

WHEN the annual general meeting of the Dartford Branch of the Royal Naval Association took place on February 10, Capt. F. L. Mills, C.B.E., D.S.O., R.N., became president of the branch and, in accepting the position, he informed the shipmates present that he desired to do a real job and not be "just an ornamental figurehead."

The following were elected to the offices named: Vice-president, T. Thompson; chairman, W. R. Skedge; vice-chairman, P. K. Overy; treasurer, M. C. Reid; secretary, A. J. Brett; welfare officer, J. W. Waterman; social secretary, W. Pearson; Standard-bearer, W. R. Skedge.

The retiring secretary, Shipmate Lieut. J. W. Waterman, R.N.V.R. (Retd.), had completed 13 years' service in that office.

Membership of the branch is more notable for its quality than for the quantity—all shipmates showing the keenest interest in branch affairs. The welfare officer's report was warmly received with a vote of thanks from the members.

The annual dinner and dance will be held on April 18, and guests will include the Mayor and Mayoress, Capt. R. McKellar, M.B.E., R.N., and Mrs. McKellar.

Presentation to Past President

SHIPMATES and their wives and friends of the Pembroke Dock Branch of the Royal Naval Association spent an enjoyable evening on February 8 at its new headquarters at the Market Tavern, when a presentation was made to the branch's former president, Shipmate R. S. Hayes, formerly of H.M. Dockyard.

With the shipmates were the new president, Capt. Goodwin, of the Marine Services, Milford Haven, and the vice-president, Shipmate Maidlaw, a founder member of the branch.

Excellent speeches were made by the new president and Shipmate Maidlaw before the latter made the presentation of a pocket flask which had been suitably filled and which bore Shipmate Hayes's name.

It was obvious from his speech of thanks that Shipmate Hayes was touched to know in what esteem the members of the Pembroke Branch held him.

The rest of the evening was passed musically with solos from Mrs. Doreen Reed, and a Western composition—"Texas Pete"—sung and played by the pianist. A humorous item, "My Father Knew Lloyd George," was joined in by all and led by Shipmate Hayes. An excellent supper, served by the ladies, was much appreciated. Before the party ended bouquets were presented to Mrs. Hayes and Mrs. Goodwin.

The resident pianist was, as always, Mrs. Ivy James.

THE SKUNK THAT WENT TO SEA

OF all the animals in the world that could become pets, I should imagine that the very last on the list would be a skunk. Dogs, cats, monkeys—Yes—but not a skunk! And a skunk as a pet in the narrow confines of a Battle Class destroyer? Never.

Yet Lieut. David Gunn, R.N., not only did so but has now written a book all about it—and a most delightful book it is too, enormous fun all the way through.

Alphonse, to give the skunk his name, was bought for £15 and after some "fun and games" in the Mall (publicity men would not pass up a

(Continued on p. 16, column 3)

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If member of R.N. Association, please state Branch.



The president of the Portland Branch, Shipmate Lieut. A. A. Heron, R.N., handing over a cheque, being a donation towards the proposed Coat-of-Arms for Portland, to Councillor P. E. G. Harvey, (Chairman, Portland Urban District Council)

'Yer! 'Ow be goin' on, then?'

YER! 'Ow be goin' on, then? 'Tis been a long time since I wrote to 'ee, but these yer Navy vellers down yer twisted me arm to go back as secretary agin, so I chucked up me muck-spreadin', got the missus to do the milkin', and yer we be.

I 'ave to tell 'ee that the branch 'as settled down proper well at the Royal Portland Arms agin, and we 'ad a fair old meeting last month. The Chairman of the Urban District Council came and talked to we about the proposed coat of arms for the town, and 'ow it were being arranged by public subscription, so we g'ed 'ee a cheque to 'elp out, snow.

Last wik we went to Swanage to meet up wi' some old ships of the

White Ensign Association, and that were a good old night, you! We taught they a thing or two, and they reckon they'm goin' to do the same to we when they visit the Island later on.

Our vellers in the Rifle Club be still poppin' agin the Stevenage Branch, and they 'ave started beatin' we this year: still, we g'ed they a 'ammerin' last year.

All the vellers down yer 'ope you'm all doin' well, snow, and pleased to see 'ee any time, and our chairman told I to mention that if you got any problems that we can 'elp out wi', well, you know where we be.

SMALL-BORE SHOOTING

The results of the small-bore shooting between R.N.A., Portland, and R.N.A., Stevenage, for 1963 were: Winners, Portland "A," 16 points, aggregate 5,589; runners-up, Stevenage "B," 13 points, aggregate 4,554; Portland "B," 11 points, aggregate 2,932; Stevenage "A," 8 points, aggregate 5,512. Highest individual scorer for Portland was Shipmate A. Bonner, with 1,178 points out of a possible 1,200; for Stevenage, Shipmate E. Latto was the highest scorer with 1,148 points out of a possible 1,200. Both these shipmates are to receive an N.S.R.A. shooting tie for their high scores.

EARNED HIS 'GUARD AND STEERAGE'

SIR—I would be more than grateful if you will publish the following in next month's "Navy News": it will make the final chapter to an old sailor's life story.

For the last 32 years Shipmate Connor, of the London Branch of the

For the last 32 years Shipmate Connor, of the London branch of the Submarine Old Comrades, has acted as badge secretary and almoner of the branch.

After a good innings doing both jobs, he has had to give up the badge side of his endeavour and is going to welcome a "Guard and Steerage."

During his 32 years he has sent badges and ties all over the world, Australia, Canada, South Africa, Persian Gulf—every corner of the earth where a submariner has existed, even one up in the frozen Yukon, on a U.S. radar base.

Shipmate Connor joined the Navy in September, 1910. After training at Shotley, he joined H.M.S. Conqueror in the Home Fleet. In 1913 after doing an S.T. course in Defiance he went to the cruiser Bellona. Leaving the Bellona in June, 1914, he joined the submarine service (Forth).

He served in A-, B-, C- and H-type submarines in the following years. While serving in C17 and C15 on the Dover Patrol he experienced many a narrow escape. One of these episodes Shipmate Connor related on the B.B.C. radio in the life story of submarines. C15's captain during this time was Capt. Turner, who later became Admiral (S).

Leaving submarines in 1919, Shipmate Connor went to the cruiser Carysfort, and on June 10, 1922, left the Navy and joined the Submarine Reserve.

Nothing could have made him feel more proud than when he was at the launching of Britain's first atomic submarine, "Dreadnought—a long way indeed from the old "A" boats.

As an ex-petty officer myself in the last war, the submarine service, and myself in particular, must feel proud of these old matelots who started this now most formidable arm in the world. Looking back on those old tin cans, one can see how they arrived at their motto "By Guess and By God."—J. CONNOR, Jun., Ex-P.O., Q.R.I., Felt-ham, Middlesex.

The new branch at Oxford is older than its parent

THERE was a large muster of shipmates at the Wheatsheaf Hotel, High Street, Oxford, on February 7, when the Oxford and District R.N. and R.M. Association commissioned as a branch of the Royal Naval Association.

Oxford shipmates first commissioned as an independent branch during 1929 but recently unanimously decided to "join the fleet" of the Royal Naval Association.

The commissioning ceremony was performed by Shipmate Eric C. Knight, National Council Member for No. 6 Area, who, in his welcome to Oxford shipmates, said it was the first occasion he had been invited to commission a branch which had been on the active list longer than the National Association.

In addition to a large company of Oxford members, shipmates from Aylesbury, Didcot, Hertford, Newbury, Slough and Thame were also present.

The branch, which is a very active one, meets on the first Friday of each month at the Wheatsheaf Hotel, and will be pleased to welcome new members. The branch secretary is Shipmate R. Green, 6 Green Road, Headington.

Capt. D. K. Buchanan-Dunlop, D.S.C., R.N., has been appointed Pre-wich, in the rank of Commodore in sidant, Royal Naval College, Green-succession to Rear-Admiral M. C. Giles, D.S.O., O.B.E., G.M., the appointment taking effect to date February 20, 1964. He has been Captain of the College since July, 1962.

SECRETARY TAKES ON FOR 18th YEAR

ANOTHER successful year was reported when the Herts Branch of the Royal Naval Association held its annual general meeting on February 5.

The retiring chairman, Shipmate Lieut.-Cdr. D. B. Cameron, did not seek re-election because of his business commitments. Members unanimously passed a vote of thanks for his services to the branch during his term of office. The new chairman is Shipmate Kenneth Kitching, who has been a hard-working committee member for several years.

Shipmate Eric Knight was again elected branch honorary secretary, and thus enters his 18th year of office. Shipmate Knight, during the 17 years he has been branch "scribe," has not missed a branch or committee meeting, which is probably a record for the Association. He is also the vice-chairman of the Royal Naval Association.

Two other shipmates were elected to office which they had held with distinction during former years. They were Shipmate Eric Wicks, who was returned as social secretary, and Shipmate Peter Stratton, who was elected as liaison officer. Votes of thanks were passed to Shipmate C. Moore, retiring social secretary, and Shipmate A. Kitching, retiring liaison officer.

Before concluding the meeting the branch deputy president, Admiral Sir Alexander Bingley, G.C.B., O.B.E., on

WHEN the Hemel Hempstead Branch of the Royal Naval Association held its first annual dinner on February 1, the guest of honour was the Mayor, who was accompanied by the Mayoress.

After dinner the Mayor, responding to the toast to the visitors, took, as his cue, the motto of the Association.

"Unity, Loyalty, Patriotism, Comradeship," and spoke of the display of comradeship by the inhabitants of the new town of Hemel Hempstead towards each other. "People," he said, "who have come to live in the community from varying walks of life, would find their lives far less enhanced without the essential ingredient of comradeship." He expressed the hope that the Hemel Hempstead Branch, from its small beginnings would progressively multiply and he looked forward to the time when it would be a necessity, because of increased membership, to hold annual dinners and dances in the Pavilion which is to be built in the town.

The Branch secretary, Shipmate H. A. E. Drewett, told of the branch's activities during 1963, saying it had been inundated with social invitations

since its inaugural meeting on February 4, 1963.

The secretary announced that a "White Ensign dance" was to be held at St. John's Hall, Boxmore, on April 11, and that 41 seats had been booked for the Royal Tournament on July 18.

(Continued from column 4)

new members, one an ex-Service man and, a crack in the ice, one still serving. Two old members were also welcomed back.

The Horley reporter blames television for lack of enthusiasm, but suggests that as time goes on the old flame will glow again provided the old "regulars" keep the door open. He also says that the shipmates were keenly interested in the present-day Navy as expounded by their newest member.

It was suggested by Horley that branch Standards might be allowed to take part in the "Sunset" ceremony at Navy Days. It is felt that there is a lot of enthusiasm on this point, and the Navy Days Secretary has been approached. Horley feels that this would be an excellent opportunity of showing the Standards and that those in the Association have not forgotten the ideals of the Service.

The suggestion brought back to Horley members memories of Sunday divisions. The reporter says: "We used to drip about marching from the barracks to church, but really we enjoyed it, and so did the people of Portsmouth, for there was always an audience to see us marching, headed by our own Royal Marine Band."

Church is now "voluntary" and there are no Sunday divisions in the Royal Naval Barracks, Portsmouth. The Bluejacket Band has been disbanded and it is rare indeed to see sailors, headed by a band, in the streets of this city. It happens, occasionally, when a ship is commissioning.—Ed.]

Standards at Navy Days?

THE Horley Branch of the Royal Naval Association had its biggest muster for years when it held its annual general meeting on February 1.

In addition to a goodly crowd of members, the branch welcomed two

"Give that man a Watneys Brown!"



WATNEYS Brown Ale
—rich and smooth

Also near at hand: Cream Label Stout
—smooth, dark and satisfying
Red Barrel Watneys Keg
—Britain's first and foremost keg bitter.

The Field Gun Display is not a waste of time

BY 'BUTCH'

THE annual Field Gun Display is regarded, by some, as "out of date" in relation to the present-day Navy, but I often wonder how many stop to think of the prestige given to the Service by the three crews putting on this display at Earls Court.

This can be measured by the terrific applause at the announcement of the display, and by the cheering of the crowd when the times of the crews are broadcast on the completion of the run. This applause continues after the arena has been cleared, which proves how popular is this item on the programme, which is not considered out of date by the tax-paying public who come to watch.

The competition is very closely followed by the civilian spectators but by only a small minority in ships and establishments, being condemned by the majority of naval personnel as a waste of time. This is far from the truth, as I hope will be understood on reading this short history of the Tournament.

CHARITIES BENEFIT

In 1880 the Army staged a Grand Military Tournament at Islington, the object being to promote skill-at-arms, and to raise money for soldiers' widows. Today, the object is to raise funds for various Navy, Marine, Army and Air Force charities, to popularise the Services, and to promote skill-at-arms in all ranks of Her Majesty's Services.

The year 1883 saw the Tournament receive Royal patronage and it was then renamed "Royal Tournament."

In 1896, for the first time, an event was entered by the Royal Navy. This was in the form of cutlass drill and 12-pounder gun drill, and would have been a simple piece of manoeuvring, changing wheels, etc., and unlike the display of today.

In 1900, seamen from H.M.S. Powerful brought into the arena a 4.7-inch gun, hauled by four span of oxen. This was the famous gun landed by the Royal Navy in 1899 for the defence of Ladysmith.

Three years later the display was improved by the introduction of a four-foot wall, and in 1905 a small

bridge was included. When the Tournament moved to Olympia in 1906, the display was again altered to include two walls and a narrow bridge.

A year later a competition was started between Portsmouth, Chatham and Devonport, each Command consisting of two crews, and in 1908 a chasm, 7 ft. 6 in. wide took the place of the small bridge with one trophy to be won—The Inter-Command Points Cup.

By 1913, the course consisted of a five-foot wall at each end, and a 30-foot chasm in the centre, and in 1919 after the First World War, the course was standardised to the present-day measurements of a five-foot wall each end and a 28-foot chasm in the centre.

In 1924, two more trophies were added, these being the Aggregate Time Cup and the Fastest Time Cup, and these are the three cups that each Command strives to win.

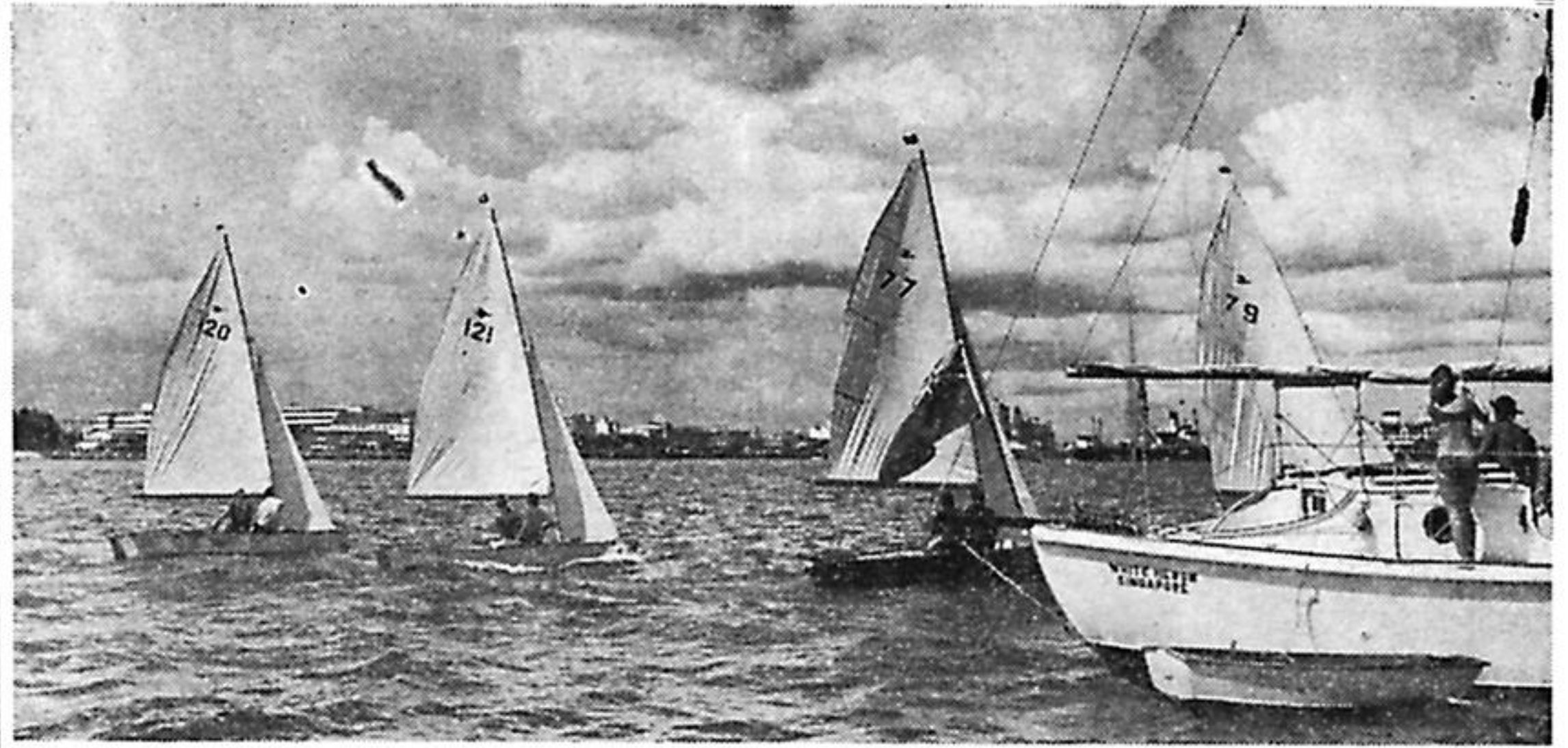
MOVE TO EARLS COURT

The Royal Tournament was closed down during the Second World War, for obvious reasons, and was restarted in 1947 with one crew each from Portsmouth, Chatham, Devonport and Air Commands. In 1950 the Royal Tournament moved to Earls Court and has been there ever since. With the closing down of Chatham as a Port Command in 1960 only the three Commands compete.

The record today for the fastest run stands at 2 min. 54 sec., a great difference from 1922 when the record stood at 5 min. 16 3/5 sec., showing the tremendous effort in modern methods of training, new ideas, and implying that the sailor of today it a least as good as his forefathers.

On March 2 this year, three crews again started training, ending in a clean and hard-fought competition at Earls Court. Why not come along and see your crew in action?

WITH WHITE SAILS SHAKING



A closely fought inter-Services sailing match was held at Singapore on January 24 and 25, the winners being the Army by half a point—153 1/2, Navy, 153 1/2 and the R.A.F., 147. The boats taking part were three Snipes and three G.P.14's. H.M.S. Loch Lomond was the guardship, and present was Lady Begg, wife of Sir Varyl Begg, Commander-in-Chief of the British Fleet in the Far East. During the two-day match the Services enjoyed the hospitality of the Royal Singapore Yacht Club. The picture shows the start of one of the races.

N.A.A.F.I.'s new venture

CAR-BUYING between one Service man and another is made easier under a new, easy-ownership plan recently introduced by N.A.A.F.I.

Under the scheme (which augments N.A.A.F.I.'s well-established car hire-purchase through dealers), N.A.A.F.I. will, in Britain, finance the hire purchase of a car by one member of H.M. Forces from another.

The advantages of the scheme for prospective buyers (and for sellers faced with a sudden draft) include low hire-purchase charges of 8 per cent. per annum (the N.A.A.F.I. rate for new cars remains at 6 1/2 per cent.), with a minimum deposit of 20 per cent.; three years to pay, and free life cover.

In addition to the cost of the car, N.A.A.F.I. will also finance: comprehensive insurance premium; Automobile Association subscription (if required); and the cost of shipment overseas.

Stipulations are that the car is not more than three years' old, that both buyer and seller are members of H.M. Forces serving in Britain, and that the car is inspected by the A.A.

H.M.S. COOK

(Continued from page 9, column 5)

storage for equipment and by providing a field kitchen for the slip area. The Public Works Department virtually stopped all work on roads to provide lorries and cranes to strip the ship of every movable object.

SHIP HAULED ON TO SLIP

The bows rose day by day, inch by inch, as the ship was destored and the effect of the pumps was felt, until finally the draughts were such that the ship could be slipped, being hauled up by an 11-inch wire. The stern remained in the water and was blocked up by divers so that the maximum weight on the trolley was never more than 1,300 tons.

The night the ship was hauled up, a tidal-wave warning was received which, fortunately, came to nothing. The next day the Public Works Department started the repairs. Holes were sealed and frames welded to the hull to bring the underwater form back to its original shape. A patch nearly 80 feet long was fitted over this framework and welded to the hull. All this took only 14 days and the ship was then successfully unslipped.

SIXTEEN BRIDES

It is an ill wind, they say—and probably the 16 members of the ship's company who won South Pacific brides will endorse this sentiment—especially those who did their courting at Suva during the days of the ship's enforced stay there. And the ship's hard-won expertise in salvage matters was also put to good account when an American ocean racing yacht, Fjord III, went aground on another Fijian reef. The crew and yacht were all saved by H.M.S. Cook.

The voyage home and the end of an exciting commission followed. Incidentally, by steaming westwards the ship completed a circumnavigation of the globe—although it took her seven years to do it.

R.M. OFFICER'S PART IN OLYMPIC GAMES

CAPT. R. F. Tuck, Royal Marines, was one of the team of four representing Great Britain in the biathlon event of the Winter Olympic Games this year. Apart from Capt. Tuck, the team was drawn entirely from Army sources.

After fitness and shooting training at Oswestry, the team moved to Norway in November last, where it was trained by a Norwegian coach. The team then moved to Innsbruck shortly before the opening of the Games and continued training there over the snow track of which the Austrian Army had prepared 120 kilometres.

SKIING AND SHOOTING

Biathlon consists of ski-ing a distance of 25 Km., and stopping every 5 Km. to shoot five rounds at a small target, at decreasing ranges from 250m. to 100m.; the last practice being fired in the standing position. For every miss, time is added to the competitor's running time.

Capt. Tuck came forty-third in the biathlon event and also came fifty-fifth in the 30 Km. race, two of the winter Olympics most gruelling races.

Shortly after the close of the games

Capt. Tuck moved to Oberjoch in southern Germany where he won the British biathlon event, and two days later won the British 15 Km. cross-country ski race.

TO TRAIN FOR PENTATHLON

He now moves to Scandinavia for further cross-country ski races, including the 85 Km. race at Vaselöpe in Sweden. In March he returns to the United Kingdom to start training for the Pentathlon team which will compete in Tokyo in October.

Capt. Tuck was captain of the British Modern Pentathlon team which competed in the world championships in Berne last September.

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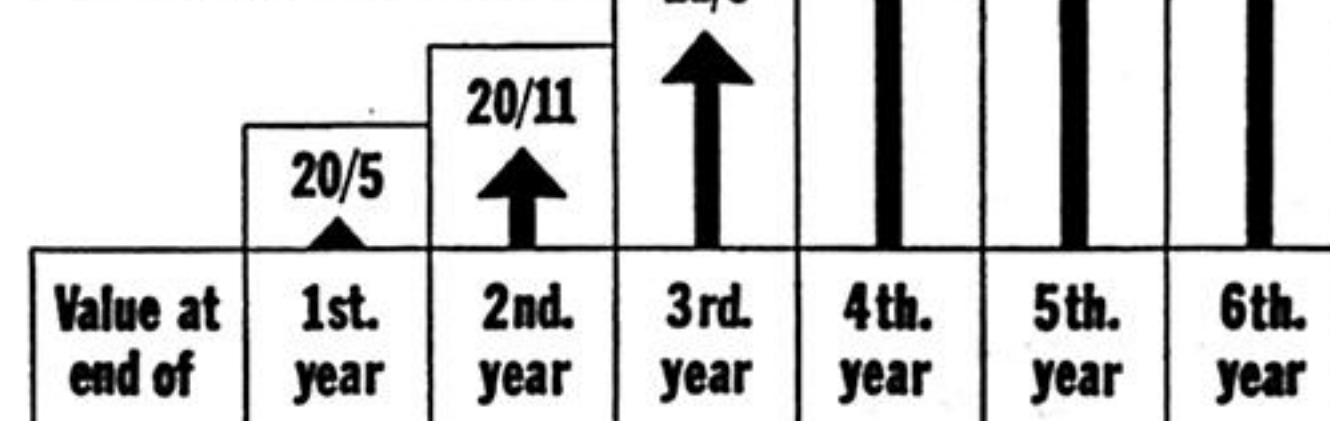
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The Escorts, left to right: M.E. John Hickling, R.E.M. Alan Betley, L.Sea Brian McHugh, E.M. Paul Draper and A.B. William Rutter. The group is managed by Comm. Yeo Frank Farmer (not in the picture)

ADMIRALTY CONSTABULARY

Vacancies for Constables exist in the Admiralty Constabulary. Initial appointment will be on temporary basis with prospects of permanent and pensionable service. Commencing pay of entrants is £585 a year, increasing by nine annual increments to £820. After 17 years' service a special increment of £30 is awarded making a final total of £850 a year. Uniform and boots are provided. There are good prospects of promotion. Candidates must be of exemplary character, between 21 and 48 years of age, at least 5' 7" in height (bare feet) and of British Nationality. Prior to appointment they will be required to pass a medical examination and an educational test (unless holding a Service Certificate of Education). Educational tests are held twice a quarter in Portsmouth, Devonport and Rosyth; and at Londonderry, Northern Ireland.

Further information and application forms can be obtained from

The Chief Constable
Admiralty Constabulary, Admiralty
Empress State Buildings, London, S.W.6

Serving naval personnel should make application through their
Commanding Officer

DIANA RETURNS IN MAY

H.M.S. DIANA (Cdr. H. J. Startin, R.N.) sailed for the Far East Station on June 4, 1963, with the 29th Escort Squadron. The year on the station did not start too well, owing to an unfortunate run of machinery defects. However, as soon as these were put right Diana was once again taking her part in the activities of the Fleet.

She has done her turn of duty on anti-piracy patrol in North Borneo, exercises with Ark Royal and Victorious; saved the life of a badly injured Norwegian by taking him off the disabled tanker to which he belonged; and built up an enviable reputation for the ship's soccer and hockey teams.

The ship's own rhythm group, "The Escorts," have made a considerable name for themselves. Their first big success was at a smoking concert at sea in Ark Royal, where they were received with great enthusiasm. Since then, they have been in constant demand and have developed into an extremely professional group. They have had regular engagements in night spots in Hong Kong and Singapore, and made several radio recordings.

Diana expects to be home in May to recommission again for the Far East Station.

H.M. Submarine Cachalot visits Southampton from March 27 to 30.

Classified Advertisements . . .

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*For members of the W.R.N.S. the Pension is £140 a year.

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Kent skiers spend night in snow-holes and go 36 hours without food

BROKEN LEG HAD COMPENSATIONS

A VISIT to North Norwegian waters during the early part of February in order to carry out Arctic trials for the class, afforded the men of H.M.S. Kent the opportunity to find out about skiing and applied sports in ideal surroundings.

Accordingly, "hardening-up" exercises were put in hand on the flight deck and, during weapon trials in the Moray Firth, a small band of devotees was sent into the Cairngorms on a preliminary sortie, mainly to try out the equipment. Unfortunately there was no snow in Scotland at the time, but the members of the party were able to learn all about living out in the open at sub-zero temperatures. Towards the end of their week's expedition the commander paid them a flying visit, literally, in the ship's helicopter, to bring them mail and liquid refreshment.

There was plenty of snow when the ship secured alongside the main jetty at Tromsø, and within a few hours a team of 10, led by Lieut. George Wells, of Purbrook, took passage in the coastal steamer to Harstad, some 75 miles from Tromsø.

CRASH LANDINGS

There they were to be instructed by the Norwegian Coastal Artillery,

roughly equivalent to the Royal Marines, in the art and science of surviving in cold weather. During the 10 days they were away from the ship, the team were taught the basic principles of skiing over all types of country, from mountains and frozen lakes to forests, where trees were an ever-present hazard. Some of the rougher country produced ski jumps of no mean distance, albeit involuntary ones, which always ended up with spectacular crash landings.

After some preliminary instruction the team set off with two Weazels (snow-going tracked vehicles) to make a trek across country. The loss of a track caused the party to lose contact with the Weazels on the first evening out, and the night was spent in hurriedly constructed snow holes. Altogether on that occasion they were without food for 36 hours before they were able to link up with the vehicles again.

Having survived that ordeal it was arranged that on the last day they

would all enter for a five-mile cross-country race. This was covered in 45 minutes, as compared with one hour for two miles of the same course a week before. The winner was A.B. Dick Crawford, of Farnham. The fact that such a rugged course could be covered in that time, was a tribute to the efforts of the Norwegian instructors and the determination of the men of Kent. The team returned on board superbly fit and very proud of their survival diplomas.

ILLUMINATED SKI RUN

Meanwhile, in Tromsø, parties of up to 40 strong were going off to the local nursery slopes every day to pick up the rudiments of skiing, once again with the help of the friendly Norwegians, who sent some of their instructors to help and also provided much of the equipment. The ski-ing was based on a wooden hut some three miles from Tromsø itself, which was owned by a teetotal society; it was nevertheless very comfortable. Once the news about the British ski-ing sailors hit the local papers, visitors were plentiful, especially in the evenings when the ski run was illuminated.

The ship was away from Tromsø for part of the trials, and it proved possible to leave behind Lieut. David Beresford-Green, from Haslemere, and 22 sailors, who lived for nearly a week in the same hut. They cooked their

own food and skied from dawn (9.30 a.m.) until dusk (3.30 p.m.) and then far into the night, exhilarated by the crisp, keen mountain air and the exhortations of the local populace.

This party had only one real problem: how to deal with the multitude of children who came daily to borrow the ship's sledges, great cargo-carrying monsters which were capable of frightening bursts of speed down a mountain track.

AN UNLUCKY(?) BREAK

Near the end of their stay Junior Seaman Dick Smart, of Crawley, had the misfortune to break his leg in soft snow. However, when next sighted in Tromsø Hospital surrounded by doting nurses who had not had an English patient for years, one wondered whether he really was hard done by.

Eventually the trials were concluded and Kent steamed away leaving behind the glorious, snow-clad mountains, many Norwegian friends and, for the skiers, an experience for which most have to pay a fortune. It is not altogether a coincidence that the captain of H.M.S. Kent is also chairman of the Royal Naval Ski and Mountaineering Club.

NAVY TEAM'S IMPROVEMENT

PLAYING as a well-skilled, competent and industrious side, the Royal Navy Association Football team drew 2 goals each, with the Essex County Football Association at Walthamstow on February 18.

Kicking off at 7.30 p.m., under quite good lighting, but before a very meagre attendance, the Royal Navy had quite 75 per cent of the play, and were pressing the skilful and experienced Essex team for long periods.

It was delightful to see the Navy full of confidence, really taking command of the mid-field play and being, at most times, dangerous. The centre-forward position, a problem for some time, seems to have resolved itself, and the inclusion of P.O. Shelton, of Collingwood, brought about a general all-round improvement. Ferguson, of Mercury, scored both Navy goals. If only the Navy players would work the ball into the area, shoot more often and quicker, they would then be a well blended, forceful and winning team.

The same team has been selected to represent the Royal Navy versus the Royal Air Force at Portsmouth on March 4, and if the Navy continue to dominate as the team did against Essex, it should win the first of the Inter-Service Tournament games.

Team.—P.O. Spilsbury (Sultan); A.B. Gray (Bellerophon); R.E.A. Godwin (captain) (Ariel); C.P.O. Coates (Victory); L.Sea. Wilkinson (Mercury); L.R.E.M. Brown (Collingwood); R.S. Metcalfe (Mercury); P.O. Topliss (St. Vincent); P.O. El. Shelton (Collingwood); L.R.E.M. Golding (Boscombe Down); R.O. Ferguson (Mercury).



Some of the men from H.M.S. Kent who enjoyed the exhilarating joys of ski-ing in Norway



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SEA-GOING SKUNK

(Continued from page 12, column 5)

chance like that), Alphonse and his owner joined H.M.S. Saintes.

There were problems of course—feeding him, sleeping, house-training and the like—but with kindness (and sailors are all kindly folk), firmness and ingenuity, the problems were overcome and the men of Saintes could rightly claim that no other ship had a mascot like Alphonse.

When it was time for Lieut. Gunn (and Alphonse) to leave Saintes, the two "joined" H.M.S. Mercury. There Alphonse managed to escape. When recovered he looked so well that it was obvious he was capable of looking after himself in the wilds. Every now and again, though, he "would stand on his hind legs and look through the wire into the wood, then come to me with a message in his eyes that I didn't want to read."

The look was more than his owner could stand, and as Alphonse had proved that he could cope with the dangers of the countryside, Lieut. Gunn decided to free him.

Although Alphonse (*The Story of a Seafaring Skunk*), David Gunn (Peter Davies, 21s.), is mainly, and rightly, about the unusual pet, the author has written a first-class description of life in a destroyer in the Mediterranean as well.

H.M.S. Hampshire (Capt. R. White, R.N.), sails for the Far East from Portsmouth on March 5.

H.M.S. Leopard (Cdr. T. H. P. Wilson, R.N.) left Portland on February 26 for the Far East.

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